

## 2005 January **BIG CHANGE...one set of dues makes a Person automatically a Member of the National, Region and Division.**

As we move into 2005 a lot of new opportunities await the NMRA. This winter we will hold elections for a new nine-member Board of Directors. The new board will take office at the July Convention in Cincinnati. July will also bring along a shift into formal operation under the new set of corporate regulations approved by the members last summer. The "Life After LRP" committee is busily working on the details of a new "Region Blueprint." There will no longer be region dues and each region, working with the new Region Advisory Council made up of all the region presidents, will have to determine how to fund things like region newsletters and other region-driven programs. The RAC will be determining a per-member amount that national will pass along to each region to fund the conduct of national business within that region.

The longtime question of "why join a region" will no longer be applicable and become a part of history. Under the new regulations, everyone who is a member of national will automatically be a member of a region and division based on his or her permanent home address. All members will be able to subscribe to other regions' newsletters and participate in other regions' events, but a member will be able to vote and hold office only in his region of residence.

Many of our fellow members are understandably concerned as we enter uncharted territory in national/regional/divisional relationships. To meet this concern, I would like to offer the experience of those of us who have lived in the Mid Central region. Both Vice President Mike Brestel and I are from the MCR, where membership has always been "automatic" when a person joined the NMRA and lived within the MCR's boundaries. The MCR has never charged dues, so it has always had to be creative in the way it has funded region programs, newsletters, and so on. In many ways, the MCR can serve as a financial model for all regions under the new regulations. Despite our relative poverty, we have always been able to support a vibrant program and have produced our share of participants on the national scene. And we've had a great time along the way!

In some recent Internet conversations he has shared with me, Mike has raised some questions that are new for members of most regions:

"Pretty soon no one will have to pay dues to belong to their region. Then the way most of us have viewed our regions will change, and the basic assumptions will change as well. Here are some of the questions that we all will have to answer anew: (1) How do we fund the region? (2) How do we fund the region newsletter? (3) How do we invite former non-region members into region participation? (4) How do we put aside old member/non-member differences? (5) How do we foster closer working relationships with national, divisions, and other regions?"

"Personally, with only seven months until the big change, if I were in a current dues-paying region, I would be working to define the new questions and then try to answer them in a way that will benefit primarily the members, but also the region, its divisions, and the national. In the MCR we don't anticipate much change since we have always pretty much followed what will be the new model. But we still need to discuss and answer the questions that arise concerning what the role of a region is and should be, now and into the future."

Another member and longtime friend, Peter Weiglin from the PCR, also makes some good points about region participation.

Pete answers the question "Why Join a region?" in another Internet conversation:

"Because that's where the people are. The people who answer

questions, who help, who appreciate, and who understand why this model railroading thing is important to you.

"In one sense, model railroading is a solitary hobby; we each get to create our own universes, with varying degrees of resemblance to the world out there. Most of us tend to enjoy association with kindred souls, and the NMRA regions and divisions facilitate that association. I have been privileged over the years to be part of two very active divisions (Division 7, MCR, Cincinnati, and Coast Division, PCR, Bay Area). The people in those groups have added immensely to my enjoyment of the hobby, and have enabled me to help others as I could. Like most of us, I believe I have received far more than I have contributed.

"Of course, joining a region will soon not be an option. We will automatically become region members. But the option remains: Should I become active in regional and divisional activities, or shall I ignore them?"

"By becoming involved, I have learned what is possible, what is efficient, what works and what doesn't work, what is practical—and I enjoyed the company of many fine people along the way.

"To me, those regional and local activities are the essence of what makes the NMRA valuable. To the extent that the national folks realize that and encourage the regions, the NMRA will be strengthened.

"But whether the national folks realize that or not, the people who do the work at the regional and divisional level are the ones who help to make model railroading more meaningful for all of us. They provide the local framework to multiply the enjoyment of model railroading."

Both Mike and Pete give us some excellent points to focus on as we start down the road toward implementing change within the NMRA. I encourage everyone who has the best interests of the NMRA, its regions, and its divisions at heart (And that's all of us, isn't it?) to focus his or her attention on the creative resolution of all the new questions that are coming our way.

Over the next seven months, we have the unique and historic opportunity to start over in our relationships with the organization and with one another. We have the unique opportunity to answer those critics who have said, often rightly, that we are ingrown and look at the past instead of the future. We have the unique opportunity to formulate new and attractive answers to the question, "Why should I belong to the NMRA?"

I'm looking forward to the next few months as we work together to build new relationships with one another. I hope you are, too. 🚂

### Calendar Correction

The beautiful layout craftsmanship and Erie/EL modeling shown on the rear cover photo of the 2005 NMRA calendar was the work of Carol and Len VanderJagt of Okemos, Mich. The modeling is N scale, not HO as indicated in the caption. It just goes to show you that excellent craftsmanship can make "scale" a neutral issue. Credit for the modeling was incorrectly given to Bob Luzenski who did take the photo and says we will see more in the future. I wish to thank Carol and Len for sharing their fine modeling and apologize for the error.

—John Roberts, NMRA President  
(also one of the calendar photo editors)

## Albert J. Kamm Jr. earns Master Model Railroader #340.



## 2005 February **Model Railroading in Iraq Helps Troops** by **President John Roberts**

Not long ago Office Manager Jenny Hendricks and I were discussing what was going on at Headquarters and she was excited to tell me about an interesting e-mail request she received from a soldier in Iraq. "Wow," she thought, "it's not bad news from the front, but rather a note from a soldier interested in model railroading."

Hardly a day goes by now without hearing a radio or TV news report about our troops at war in Iraq or fighting terrorists in Afghanistan. Most of news seems to highlight death and the perils of war. We don't get to hear much about what our men and women in uniform are doing when they are not out on "patrol."

The soldier on the other end of the e-mail was 2nd Lt. Patrick Anderson. He was seeking information so he could start the first model railroad club in Iraq. His goal was to provide as many soldiers as possible with the opportunity to come to know our hobby. Their group has become known as the Baghdad Modelers and they are planning to build three layouts, one each in N, HO, and O Scales.

Lt. Anderson's e-mail sparked a lot of pride and spirit of patriotic support at HQ. They quickly rounded up extra magazines, data packs, calendars, membership information kits, and even some N scale cars – three big boxes in all were shipped off to the Baghdad Modelers. Lt. Anderson also has let us know that a number of model railroad manufacturers have also donated kits and other related equipment and supplies to help get the Baghdad Modelers started.

I'm proud the NMRA was able to support the troops and put a little piece of "life as many of us live it everyday" into part of their routine. I'm sure many of them long for ties to things they haven't seem or heard about in many months, and to the extent that model railroading helps bridge that gap, we will continue to support this effort. When they return home, it's our hope that their exposure to the hobby will spark further interest or rekindle old interests from their youth.

Many of us know members and others interested in the hobby who are in the military and are stationed away from home. It only takes a few moments to send an e-mail or slip a magazine in the mail to them.

About once or twice a month, I take time out of a busy day to send off an e-mail to a longtime hobby friend, Lt. John Baker, USN. John is now stationed in Norfolk, Va., aboard the USS Kersarge. He's been in the NMRA since he was about 12 years old. After taking many awards at Mid Central Region model contests and winning three consecutive National Youth

Modeling Awards in the mid 90's with his scratchbuilt HO freight cars, he went off to the Naval Academy to chase his dream. I'm sure some of the other teen competitors were glad to see him go. Modeling took a side track for a while, but he's back into "playing with trains" again and is dabbling in large scale. He even purchased one of the new Bachman Climax locos over the holidays. Where there's room to put one of these models on a ship, I don't know.

We have several hundred members who list their occupation as military or retired military. Jenny is sure there are more but not everyone lists his or her occupation on the membership forms. Jenny's husband Jody is in the Air Force. He's a reservist who is now on active duty stationed at Sheppard Air Force Base in Texas. She needs our prayers and support as she does her job for the NMRA and raises two children—all of this while Jody is away serving our country.

I'm sure many of us can share a story or two similar to the Baghdad project and/or mine about Lt. John Baker. They raise questions in my mind about supporting troops elsewhere and sharing information about the hobby on a broader basis within the Armed Services. I hope we will be able to broaden our efforts to reach these modelers in uniform. Perhaps this would also be a good project for the NMRA to partner with the World's Greatest Hobby promotion. We'll keep you posted as this project blossoms.

It's time to head back to the basement now for a little modeling project. I'm finishing decal work on a 45-Ton GE side rodder (Rich Yoder Models unit) lettered for Newport News Shipbuilding & Dry Dock Co. A fleet of these little critters handles the materials movement chores at the plant where all of the aircraft carriers and a class of submarines are built.

### **Support the NMRA – Vote!**

One last item before I let you go – remember to take time to vote in the new Board of Directors election. They will have their work cut out for them as we initiate the new NMRA national structure. The Nominating Committee has worked long and hard to develop a slate of candidates qualified to lead us through this time of transition. The candidates have all agreed to give up part of their hobby time to ensure the future of the NMRA. I'm sure each of you will want to take a few minutes to help select those who will lead us over the next few years.



## **Paul Schmitt earns Master Model Railroader #342.**



**2005 March**

**Edward “Ned” Spiller earns Master Model Railroader #343.**

**James F. Duffin earns Master Model Railroader #344.**

**Gerry Leone earns Master Model Railroader #346.**

**2005 April**

**Voice From the Cab by John Roberts**

***“Life Memberships Will No Longer Be Offered.”***

***This in no way affects the existing 400-plus life members or lessens the role that they will play in the future.***

***This was the result of a tough financial responsible issue.***

***EASY PAINT SHAKER IDEA!***

**EASY PAINT SHAKER**





# 2005 April What I Learned by Becoming an MMR by Gerry Leone

## What I Learned by Becoming an MMR

By Gerry Leone, newly-minted MMR

I went into the Achievement Program thinking I knew a lot of stuff. I came out of the AP realizing how little I knew. Either the program somehow sucked information out of my brain, or it was what's known as a "growth experience." I'm pretty sure it was the latter.

For me, becoming an MMR was a "life goal"—the kind you hear about everybody else pursuing. So in 2002, when I passed my half-century mile marker and realized that reaching the goal was never going to get easier, it became a total and complete commitment. I put down the plaster bucket and literally stopped all work on my beloved half-built Bona Vista Railroad to pursue each of the seven certificates, one after the other. Bang, bang, bang. Yes, indeed, I got "tunnel vision."

It was work. It was fun. And much to my surprise, it was fun work. And I learned a lot along the way, some of which I'd like to share.

### Humility

This came in all shapes and sizes during the AP. Just when I was ready to show the world my "magnificent" scratchbuilt boxcar, I ran across a 31-year-old issue of *Railroad Model Craftsman*, spotlighting the NMRA National contest winners for that year. Mr. Leone, would you and your boxcar please sit down?

There were models on those pages I couldn't even dream of building. Models like a fully-appointed, scratchbuilt Nn3 steam loco created with no power tools except an electric eraser. Or an auto transport car with working, locking doors, each containing over 297 parts. They took my breath away. Boxcar? Heh, what boxcar?

The experience made me realize how really, really good the guys like Jack Work and Jock Oliphant and John Allen were. And how many more really, really good modelers there are out there. Without having built my boxcar, without having tried myself, I'd have never realized the true craftsmanship of what I was looking at, and how good some of those Old Masters were.

### Judgment Day

I hate being judged. I love being judged. I've often heard that the Merit Awards are the single greatest reason modelers choose not to enter the AP. They don't realize how they're short-changing themselves.

Maybe it's testosterone overload, but guys, listen up: Merit Award judging really isn't a "me vs. him" contest. It's "me vs. me." That means I always come out the winner.

I learned big-time from Merit Award judging. I learned that things I'd done that I thought were great... weren't. I learned that things I took for granted were actually kind of great. I learned that there's always room for a cleaner cut, a smoother paint job, a straighter window. I learned that I can do things I thought I could never do. And that I can't do things I thought I could. Eye-openers, all of 'em.

It taught me how to take off my "loving creator" glasses and see my modeling objectively. Some of it really isn't very good. Some of it actually is.

Most important, I learned that by raising the bar for myself, my joy in clearing that bar is multiplied. If that isn't a "life lesson," what is?

### The kindest cut

I knew that rock beats scissors. I knew that scissors beat paper. Now I know that scalpel beats X-acto. And that nothing beats a good pair of tweezers.

I learned that "the right tool" really does make a difference. I learned that nobody makes a T-square shallow enough for cutting sheet styrene or wood. I learned that I want—no, need—most of the items in the Micro-Mark catalog. My wife, who pays the bills, learned that I'm well on my way to achieving that goal.

### Put on the brakes

Before the AP, the most superdetailing I'd ever done to a freight car was gluing on the brakewheel. Now I know how to pipe an AB brake system. And what an AB brake system is. And why it is.

I also learned that while there are a plethora of articles in the commercial press on scratchbuilding structures (including a few by yours truly), there are precious few on scratchbuilding freight cars. I'm not talking modifying kits, I'm talking "here's a pile of styrene; have at it" articles. My thanks goes out to John R. Porter for writing the 1977 *Model Railroader* article that got me to jump in the pool for the very first time.

### The good guys


I learned that there are an awful lot of really good guys in this hobby. I mean really good guys. Guys who are willing to help. Guys who are willing to offer advice and constructive criticism. Guys who are friends enough to be fair, impartial, objective judges when the time comes.

I started as a lone-wolf modeler. I'm still a lone-wolf modeler. But along the way I met one guy, who introduced me to another guy, who got me involved with a group of guys, who volunteered me for... Doors opened up to learning, to fun, to a whole side of the hobby I never thought I'd like.

I don't know nuthin.' So in the end, three years later, I find that the MMR program has taught me what I don't know, has taught me what I didn't know, and has taught me what I always knew. Quite a tall order for seven paper certificates.

Has it made my modeling better? Without a doubt. But more important, the MMR program made my hobby better. Can't ask for more than that.

Now, if you'll excuse me, I'd like to get back to slopping some plaster.

I'd like to personally thank those guys whose encouragement and support helped me reach my lifetime goal of MMR: Chuck Diljak, Dave Hunt, Les Breuer, John Hotvet, MMR, Tom Mauszycki, Wayne Wesolowski, and the entire Twin Cities Division of the Thousand Lakes Region. Most of all, thanks to my extraordinarily supportive wife, Renay, who always told me it looked good, even when it didn't. 

**John M. Johnson earns Master Model Railroader #339.**

**Didrik Voss earns Master Model Railroader #325.**

**Michael Hohn earns Master Model Railroader #334.**



## Thinking About Joining? Think About a Rail Pass Trial Membership

By Dave Thornton  
North Central Region Trustee

Do you know someone who would enjoy the NMRA but just isn't sure about joining? If you do, then the new NMRA Rail Pass membership is just the ticket to introduce our association and hobby.

The NMRA has long needed a recruiting tool designed to let the first-timer see what our association is all about. In response to that need, the

ship expires after six months, but can be renewed as a regular membership at the dues rate in effect at the time of the renewal.

Rail Pass members will be able to attend all NMRA functions and will also be covered by NMRA insurance under the same provisions that apply to regular NMRA members. A Rail Pass member will also receive six months of *Scale Rails*, but will not receive the New Member

rejoin? A Rail Pass membership would be a great way to encourage someone to try the NMRA. It's an excellent chance to get a whole lot of NMRA for just a little bit of money. Why not use this new tool to encourage a friend to participate in some NMRA activities for the first time?

Remember the first division meeting, regional convention, or national convention that you attended after you joined? Remember how

*Rail Pass membership is a great way to enjoy the benefits of the NMRA for just a little bit of money.*

great it felt to meet a whole group of people


Rail Pass trial membership has been introduced. Rail Pass is a one-time, six-month trial membership in the NMRA for those who have not been NMRA members in the recent past.

With the trial membership price set at just \$9.95, Rail Pass members have all the rights of regular NMRA membership except that they cannot vote or hold office. The Rail Pass member-

Packet until joining as a regular member. Eligibility of Rail Pass members to receive regional and divisional publications at no charge is at the discretion of the regions and divisions, but we encourage their inclusion as a recruiting tool for new members.

Know someone who's on the fence about joining the NMRA? Have a friend who was a member long ago, but you can't convince him to

whose passion is model trains? Pass along the kind of enjoyment that you experienced to someone else. Get a prospective member to purchase a Rail Pass membership, then take them to their first regional convention. I'm sure that you both will have a great time!

Additional information and signup information is available on the NMRA website at [www.nmra.org](http://www.nmra.org). 

**Jack Hamilton earns Master Model Railroader #338.**

**Jerry Hoverson earns Master Model Railroader #347.**



## 2005 August **MMRs to the Rescue and HONORS presented by President John Roberts**

From all outward appearances, CL2005 ran as smoothly as a flock of ducks gliding across a pond. But those close to the action know that, despite the seemingly effortless progress of those ducks, those little duck feet were paddling like heck under the water!

We owe a great debt of gratitude to the MMRs who pulled the Modeling with the Masters program back from the brink after organizer Clark Kooning was forced to remain home at the last minute. On the Wednesday before the convention, we discovered that neither Clark nor his materials were going to be able to cross the border from Canada to the US. A potential disaster for us and for the convention committee, as well as for the 139 members who had signed up for the four days of clinics!

After some frantic phone calls on Thursday and Friday, a modified version of the four-day program was presented by Miles and Fran Hale, Bill and Mary Miller, and Pete Smith. I don't know everything that Pete, Miles, and Fran went through, but I know that Bill and Mary pulled several all-nighters to get the plans, materials, and instructions together. Then they drove the ten hours from Maryland on Sunday so that they could present their first MWTM clinic, fresh as daisies and bright as the rising sun, at 7:30 on Monday morning.

I suspect that Pete, Fran, and Miles must have had similar experiences because several overnight packages shipped from Woodland Scenics, Design Preservation, and JL Innovative Design showed up at my hotel room door on Saturday morning—all the clinic supplies for the group, ordered Friday afternoon!

This willingness to make personal sacrifices for the good of the NMRA and the hobby are, of course, the hallmarks of some very special people. The presence of this giving spirit is what makes volunteering worthwhile. I know that whenever I have to put it on the line, there will be plenty of others there on the line with me. I'm so very grateful for the talent and cheerful hard work that make it possible to accomplish so much in the NMRA.

Last month's Cincinnati Limited national convention and National Train Show were spectacular. Over 1,700 members registered for the convention while more than 17,000 attended the train show. If you attended, you know firsthand what a fine job convention chair Charlie Atkinson and the host committee did, providing a full schedule of events showcasing Cincinnati at its best. Henry Jordon's convention crew also did a fine job working side-by-side with the host committee. For those of you who could not attend, this issue of *Scale Rails* shows some of what you missed and, we hope, will get you excited about attending next year's convention in Philadelphia.

As I noted last month, this was a "homecoming" of sorts for me. My expectations were more than fulfilled by the week's activities and by the renewal of old friendships, many dating back to the Dayton National Convention in 1975. One old friend who immediately comes to mind is Allen McClelland, owner of the famous Virginian & Ohio. Now 30 years later, I saw and ran a train on the "new" V & O. Great job, Allen!

On the business side of things, Cincinnati marked the inaugural meeting of the new NMRA Board of Directors. The meeting was conducted in record time—two days. Many new ideas were discussed regarding the future of the NMRA. One particularly important point to note is the passage of a balanced budget for 2005-2006. This

means there will be no dues increase during the next year. It also marks the fourth straight year the NMRA has managed to "live within its means." NMRA Treasurer Tom Draper reported our year-end results (Aug. 31, 2005) may again yield a small surplus. Inflationary trends continue to squeeze us financially but so far we have been able to hold firm on the dues level—we can only guess what the future might hold.

At the banquet I had the honor of presenting two Honorary Life Memberships (HLMs) and two Distinguished Service Awards (DSAs). Past President Allen Pollock and past Secretary Bob Dye received HLMs. Athearn's John Engstrom and Micro Trains' Eric Smith received DSAs. I was also pleased to present 11 President's Awards to individuals. They were Mike Brestel, Henry Jordan, Ray DeBlieck, Eric Dervinis, Rutger Friberg, Bernt Lenz, Charlie Getz, David North, Frank Koch, Pat Harriman and Bob Gangwish. These awards recognize the long hours of volunteer effort they have provided to make the NMRA better for all of us. Thanks to all for jobs well done.

Hal Carstens presented two Pioneer Awards. These went to Rich Wagner (deceased) and Bob Brown (publisher of *Narrow Gauge and Short Line Gazette*).

As the week's activities moved along, I had the pleasure of naming three new Department Managers. Di Voss will take over leadership of the Technical Department, Dick Flock will take over the Education Department, and Jan Wescott will move from Education to head up Member Services and Membership Promotion. Each of these individuals has done an excellent job in past positions, and I know they will drive their new positions with similar levels of energy, creativity, and leadership necessary to keep us focused for the future. I wish to thank each of the outgoing department heads for their many years of leadership contribution to the NMRA—Rutger Friberg, Technical Department; Ben Pearlman, Member Services and Membership Promotion; and Jan Wescott, Education Department.

The convention week ended on a very strong note with a "blockbuster" National Train Show. It was our largest show in a number of years and showcased many of the hobby's leading manufacturers. The new products just keep on coming! The Junior Clinics Program was well attended again and, together with many manufacturers' support, we were able to present the program to over 200 kids. Thanks to all who volunteered to help Dick Flock make this a success again this year. Each of the kids who participated also helped construct a small HO-scale layout that was presented to Beech Acres (a children's home in the Cincinnati area) at the end of the show. Thanks again to Tom Draper and his crew for putting on such a high-caliber event.

We have plenty of souvenirs left from the convention, so please visit the Web site or call headquarters and order a shirt, commemorative car, or other items that we have for sale. Also, be sure to visit the Web site to view some of the other activities that went on during convention week.

Well, it's now time to head to the basement to unpack the "goodies" from the train show and maybe work on a model or two. If you missed this year's event, mark your calendar for Philadelphia in July 2006.



**2005 August at the Convention.**

**This was the FIRST ANNUAL President's Reception for MMRs**

## **A Gathering of Masters**



*For the first time ever a reception honoring all MMRs was held at the Cincinnati Limited NMRA National Convention. "The First Annual President's Reception for MMRs," the gathering featured inspiring talks from both NMRA President John Roberts and outgoing Technical Department Chairman Rutger Friberg, who stressed that MMRs need to be ambassadors of both the hobby and the NMRA. In addition, Robert Chait, MMR 43, received special recognition for being the earliest Master Model Railroader in attendance. Photo by Dave Burman*

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**AUGUST**2005

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**Gary Shurgold earns Master Model Railroader #348.**

**Gail Allen Komar earned Master Model Railroader, making her 5<sup>th</sup> lady to do so.**

**Jim Clements earns Master Model Railroader #351.**

**Gerald Schoenberg earns Master Model Railroader #352.**

# New Program Promises Growth in AR, BR Canada

ABC is not a nursery rhyme; it is our shorthand for an exciting administration project that the Australasian Region, British Region, and Canada have been working on for the past couple of years. In a nutshell, the project involves decentralization of membership administration and dues collection for non-US members living in these regions and countries.

ABC will allow each of these areas to set its own total amount for dues. The dues will be collected in the local currency by the local NMRA office. A portion of that dues amount will be forwarded to Chattanooga to cover the cost of US-provided services, and a portion of the dues will stay in the region to pay for the cost of locally-provided services. All of the locally-provided services will be done at costs in line with each area's individual economy and currency. This program will help the NMRA reduce the overall cost of servicing members in these countries while increasing new memberships through a more competitive dues structure and more responsive local services.

This project has been talked about for many years, but always seemed to ride the back burner. Directors David North, Steve Park and Clark Kooning began working in earnest about two years ago to define and set up an administration process in each of their regions and countries. In cooperation with Administration Department Manager Jenny Hendricks and Treasurer Tom Draper, they determined what costs and services could be moved to the local areas, and what ones would still need to be handled and financed in the US. The NMRA board approved the final plan in Cincinnati. Sept. 1 will mark the kick-off date for the newly established administration process.

After Sept. 1, each ABC administration center will forward \$9.00 US for each renewal and new regular membership, as well as \$3.00 US for each family member. This amount will cover the cost of US-based member services for all members living in the affected areas. *Scale Rails* subscription fees will vary for each country due to postal rates, but will be higher than they have been because the US members will no longer subsidize the delivery costs to the ABC area. Each of the local areas will look for ways to decrease the cost of *Scale Rails* delivery, and if those costs are reduced, the savings will be passed along in the form of reduced subscription rates.

In addition to the \$9.00 US administrative component, the region boards in each of the ABC countries will determine the remainder of the membership dues charges. These charges will be based on the local currency and will cover the cost of delivering local services. For example, before Sept. 1 a

Canadian member might have paid as much as \$80.00 Canadian (due to currency exchange rate) to be a member with subscription. After Sept. 1, that same member will pay approximately 1/3 less for the membership and subscription. We are looking forward to similar savings in the British Region and the Australasian Region.


Our staff at Headquarters will be interfacing with the new ABC administrators on an ongoing basis. The new area administrators are Denise Bennett, Australasian Region; John Firth, British Region; and Don Hillman, Canada.

The leadership in each of the areas involved is very excited about the prospect for rapid growth of membership that can result from this strategic move, since this change in approach will allow for local economies to determine much of the cost of NMRA membership in their respective areas. We think this new approach will really be a winner, and we can't wait to see how it all works out after the inevitable startup bugs are eliminated.

As we continue to explore ways to build our membership and look toward an increased global presence, the impact of this program could be the start of some very exciting times. Over the next couple of years we hope 2,000 more members will join the 2,000 existing members that this program touches. Strong volunteerism, coupled with sound business management, will help make this program a success. I want to thank all those who spent countless hours creating the necessary documents and work-flow processes to make it happen.

## Happy birthday, British Region

All of this happens to tie in nicely with the British Region's 60th anniversary that occurs in October. The British Region was the first non-US region to gain its charter back in 1945, and they plan a big celebration at their fall convention in Swindon, Oct. 7-9, 2005. Congratulations to all in the BR for this milestone achievement!

Now it's time to go back to the basement to resume packing for my upcoming family move to Williamsburg, Va. I wish I was going down to build a model—this moving stuff is for the birds, but by this time next year, I'll be busy working on the new layout. I'll see you all next month. 

**Paul Richardson earns Master Model Railroader #345.**



**2005 October**

**President John Roberts wrote:**

**We received an email recently from Life Member Robert J. Winkler informing us that Vincent A. Waterman passed away May 8 after a series of heart attacks and strokes.**

***“For all you young bucks, **Vin held the NMRA’S Distinguished Service Award (1990) and the President’s Award (1986)** and was vthe person who started and provided the Youth in Model Railroading Award for over 20 years.***

***For many years, Vin was the Owner of Trackside Specialities (HO & O). The HO stock was sold-off about three years ago or so and Vin concentrated on the O Scale only. He sold-off the O scale portion in 2005. He was well known at National Shows as he always wore his PRR conductor’s hat.”***

**Vin was a fine gentleman, a dedicated NMRA volunteer, and a fixture at the many train shows he attended over the years. We will miss him.**



**2005 December**

## **MEMBER SERVICES**DEPARTMENT

### **Communications are Key to Success**

To some NMRA region and division officials, it seemed as if the sleeping giant had awakened. Suddenly, they were receiving communications from "National" that they'd never received before. And they liked it.

All of this is the work of the newly combined Member Services and Membership Promotion Department under the leadership of newly appointed Department Chair Jan Wescott. The Member Services and Membership Promotion departments were merged last July to bring all member-affiliated services under one umbrella.

"This challenge has been mountainous," Jan said, "and at times I wondered if I bit off more than I could chew. However, after a little more than six months I'm happy to report that we're not only up, but off and running...and moving fast!"

The "Member Services" portion of the department consists of five program areas, and operates efficiently under the following Program Managers:

Frank Koch—Heritage and Legend Cars,

Wil Seaver—Member Aid Services,

Paul Richardson, MMR—Tenure Certificate Program,

Dick Schneider—Pike Registry Program,


Marlin McLaughlin—SIG Program.

The big change involved the Membership Promotion side of the department. "I knew we needed to start a dialog with region and division people, especially our newsletter editors," Jan said. She appointed Gerry Leone, MMR,

to the post of deputy director and Chuck Diljak to the post of database program manager. "Through diligent effort we're now starting to erase the 'stealth' perceptions and open communication lines to the grass roots of our organization."

By the end of 2005, the department will have sent out seven separate e-mails to region and division presidents, membership chairs, superintendents, and newsletter editors, in various groupings. Each e-mail is sent to over 150 individuals and has contained useful "tools" like graphics, membership forms and Rail Pass Membership ads.

"The response has been fantastic," Jan said. "The silence has been broken, and everyone seems very pleased and very encouraged that I continue this path."

Every effort has been made to obtain the correct e-mail addresses of all presidents, superintendents, membership chairs, promotion chairs, and both region and division editors. If you fall into one of these categories and have not received word from the department, please send your name, position title, and e-mail address to [nmra-membershipdept@earth-link.net](mailto:nmra-membershipdept@earth-link.net). 



*Jan Wescott*



**2006 January**

**Carl Lester earns Master Model Railroader #356.**

**2006 February**

**From President John Roberts: A huge contributor to the hobby, Bill Jewlett of Chapek Hill, NC, died in late December. Bill was a zealot for operations and was Editor of the Operations SIG for years. He worked hand-in-hand with the convention committees throughout many years. He will be missed.**



**2006 February**

## **WILLIAM T. BECKER PASSES**

### **William T. Becker, Remembered**

William T. Becker, HLM, NMRA Secretary from 1980 to 1995, passed away Jan. 5, at the age of 69. He leaves behind his wife Peg, daughter Megan and son Wil. Bill was a retired metallurgy professor at the University of Tennessee in Knoxville. He joined the association in 1974.

Originally involved with the promotions department, he was appointed NMRA Secretary in 1980, a position he filled with distinction until stepping down in 1995.

Bill was one of the driving forces behind the creation of the Kalmbach Memorial Library, from the initial concept to the hiring of the first staff. He received a President's Award in 1980 and was named Honorary Life member Number 25 in 1986. Bill was also the Chairman of the Honors Committee until the end of last year.

Bill was an avid O-scale modeler, favoring the Southern Pacific in standard gauge. He also modeled in three-foot narrow gauge, specializing in the Carson & Colorado, an early predecessor of the SP narrow gauge in Owens Valley.

Bill was known as a fantastic record-keeper, a skill demonstrated by the 16 years of impeccable minutes contained in the NMRA's archives. We have all benefited from his devotion and commitment to the hobby and the NMRA.

Those of us who had the opportunity to know and work with Bill have lost a great friend. Please keep Bill's family in your prayers.

—Allen Pollock

**2006 February**

**The Mid Central Region, Division #3 has a very active Boy Scout model railroading merit badge training program. Over the weekend of November 5<sup>th</sup> and 6<sup>th</sup> of 2005, the Division **graduated their number 600th boy scout!****

**In addition, it was reported on October 2, 2005, John Armstrong Jr., invited members of the Potomac Division of the Mid-Eastern Region, to ghis late father's home for the final run on his dad's legendary Canandaigua Southern Railroad.**

**John Armstrong may be gone but his legacy in model railroading will live forever in all the words and pictures that were published in many publications.**

2006 February

# CHARLES HOWELL DAY

March 30, 1906 – Dec. 19, 2005

## *A Model Railroad Pioneer Remembered*

By Bob Charles

Think about it – a life that spanned nearly one hundred years! Imagine the incredible changes that occurred during that time. Howell Day lived from the era of the horse and buggy to see men walk on the moon and experience the world of instant communication via the Internet. Howell was born in the small, rural town of Dunellen, N.J. Today his beloved hometown is a metropolitan suburb just a few minutes from Newark Liberty Airport. Talk about change!

An anecdote from his youth survives in print. In an article published in *Model Railroader* magazine in 1990, Howell related his early love of trains:

"My first encounter with model railroading was with toy trains, just like many others. I was 10 years old at the time. I saved up the \$5 needed to buy an Ives windup locomotive. Before long, I had the locomotive, cars, and track on a large layout in our attic. It all ended after I trapped some mice and tried to load them in the cattle car! They all ran loose, and my mother put an end to my model railroading for some time."

Can't you just see the sneaky little grin!

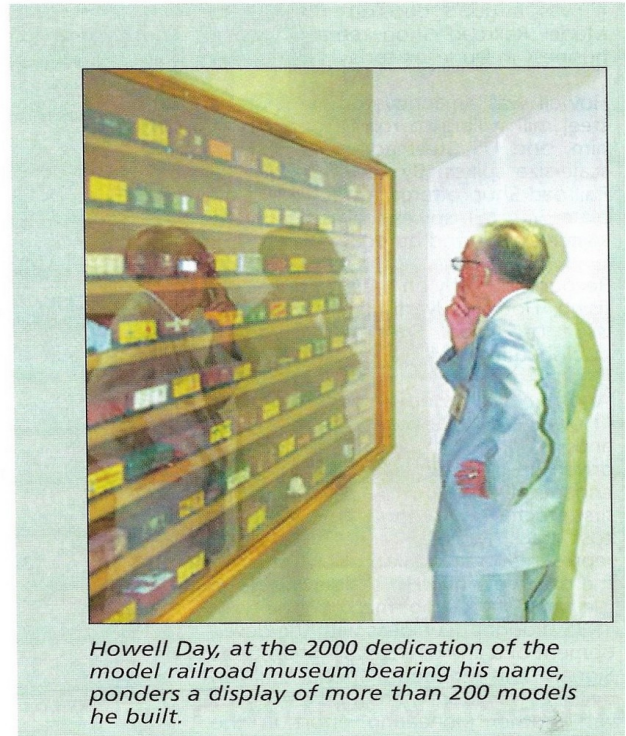
As a young man Howell made his living in construction. But he

soon took an entirely different course. On Jan. 1, 1933, he made what must have been an incredibly difficult, courageous decision – he opened the very first hobby shop dedicated to model railroading in the United States, The Model Railroad Shop of Dunellen.

In an article in *Model Railroader*, Howell told of the store's beginnings in his usual, self-deprecating fashion.

"Unintentionally, my wife put me in the model railroad business... [She] gave me my first electric train, a Lionel set, as a Christmas present. Within a week I had sold part of the set. First I sold the track. I didn't like the track that came with toy train sets because it was far from realistic, so I went to work trying to make track that looked more like the prototype. My first rails were just flat steel wire used for bundle straps. Remember, these were Depression days and things had to be inexpensive.

"By that time I was determined to get into the business of making and selling model railroad supplies that would make Lionel trains look more like the real thing. My good wife was quite angry with me for selling part of my Christmas present. But as times were very bad in the building business during the



*Howell Day, at the 2000 dedication of the model railroad museum bearing his name, ponders a display of more than 200 models he built.*



## CHARLES HOWELL DAY CONTINUED

Great Depression, and as sales of my model railroad equipment were increasing each week, she soon got over her anger and realized I had made a good decision."

It was a good decision indeed! The Model Railroad Shop remains a solid business in Dunellen today.

Howell was an innovator. He found a steel mill willing to roll O-scale rail for him, and US Steel agreed to provide scale-size spikes. By 1934, The Model Railroad Shop offered a track line complete with rail, spikes, ballast, turnouts, switch stands and bumper posts.

Recognizing early on the value of advertising, Howell advertised in the second issue of *Model Railroader* magazine published in 1934.

Another Day innovation was called "Howell Track," a system he developed and patented. This system used staples driven up through ties from below that engaged the base of the rail. It was the first practical way to mass produce low-cost track for HO-scale railroads and represented a breakthrough, making the newly popular HO-scale available to the mass modeling market. The year 1935 brought new ideas with the development of a line of HO-scale Shop Craft Signals. This required a special trial run by GE of miniature bulbs, and represents yet another pioneering effort in the hobby. Each year seemed to bring more innovation to further grow his shop's business. By 1939, products included the "H. Owen" line of HO freight car kits, the Shop Craft line of O-scale freight cars, and the first American-made HO-scale steam locomotive kit. Production of these model kits ceased with the advent of World War II as materials became scarce; but the shop continued.

A keen businessman, Howell was quick to recognize new trends in the business. He sold The Model Railroad Shop in 1948, turning instead to sell trains in a mail-order business. He also recognized the innovations of others and built on them. He purchased the Red Ball line of 175 HO-scale car kits; 500 scratch-builder parts and 50 different kinds of trucks from M. Dale Newton in 1958. The line was subsequently expanded to some 300 car kits. In 1962 the Red Ball line of brass locomotives imported from Japan was added to the line. These

models were built by Kumata and were mostly eastern prototypes that met the needs of the majority of his customers.

Howell Day retired from the model railroad business in 1975. At his retirement, his name was legendary throughout the hobby, both in this country and wherever


he produced. I was unaware this legend of the hobby was still with us. After recovering from my surprise we talked for quite a while. Our conversation led to friendship and much work together on his new dream – a museum of model railroading. Within a year, the NMRA and Howell Day agreed to jointly develop the museum with Howell providing several large donations for seed money. Subsequently, the NMRA Trustees decided to name the museum for him, something he never requested.

In the years since our first meeting, I came to know Howell as one of the truly great men of his time. A quiet, unassuming man, he brimmed with energy, creativity and enthusiasm. I remember specifically one instance where we met for lunch at one of his favorite haunts in New Jersey. Parking at the restaurant, this 95-year-old man emerged from the car and was inside the restaurant quicker than I could follow. That is typical of his zest for life. After lunch, we would go into his study and go through developments with the museum, planning and working through details.

Probably the highlight of our relationship came during the dedication of the museum in Chattanooga in November of 2000. Howell and his wife, Ruth, examined and thoroughly enjoyed all the displays. But the single image that will remain with me forever is one of Howell, his hands in his hip pockets, in deep concentration. He was inspecting a display of more than 200 models he had built and donated to the museum from the Red Ball line. They are displayed in a wall-mounted case custom-built for the collection, and this was the first time he had seen them outside his home. It was a magnificent moment!

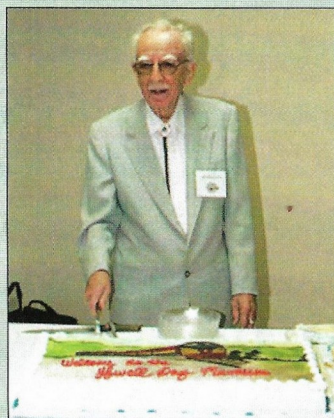
At his passing, The Howell Day museum is not yet the reality we all want, but it is moving forward. The museum will be a wonderful memorial to one of the true pioneers of the hobby of model railroading, Charles Howell Day.

Any of you who wish can help with a memorial donation to the museum in Howell's name. The NMRA staff will see that your tribute to him is conveyed to the family. What a great way to honor this outstanding individual and support one of the educational efforts of NMRA.

Rest well, old friend. You will be sorely missed. 



*Howell Day and then-President Bob Charles share a laugh at the dedication of the NMRA's Howell Day Model Railroad Museum.*



*Howell Day cuts the cake dedicating the museum which bears his name.*

er American prototypes were modeled. His reputation and his products were top-notch. He kept his hand in the hobby for the rest of his life through his modeling. Over the ensuing years he was honored for his pioneering efforts. The National Model Railroad Association recognized him as a "Pioneer in the Hobby," and in 1998 he was inducted into the Model Railroad Industry Association Hall of Fame in Chicago at a presentation attended by hundreds of industry luminaries.

On the personal side, sitting in my office one day in 1995, I answered the phone and heard, "Mr. Charles, this is Howell Day." I was floored. I knew his name, of course, and owned many of the models

## **2006 February**

**Frank Hermanek earns Master Model Railroader #360.**

**Paul Allard earns Master Model Railroader #358.**

## **2006 March**

**Raymond Grosser earns Master Model Railroader #362.**

## **2006 April**

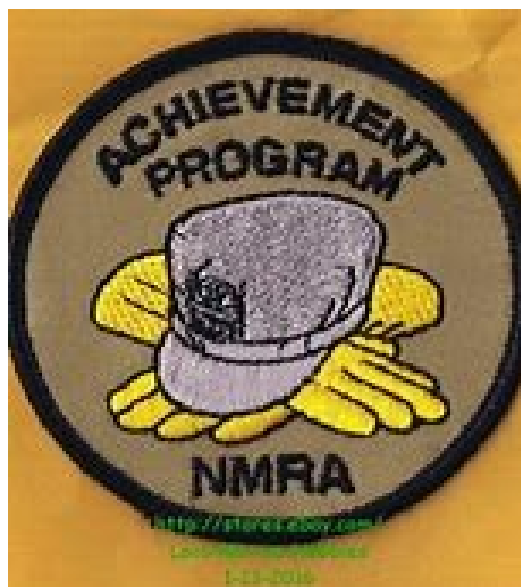
**David Patterson earns Master Model Railroader #365.**

**Donald Howd earns Master Model Railroader #364.**

## **2006 June**

**David Bartz earns Master Model Railroader #369.**

**George Pierson earns Master Model Railroader #370.**





# Thanks to Our Staff

It's been a while since I can remember anything appearing in *Scale Rails* about our Chattanooga staff, so I think it's past time to say some good words about the great work they're doing.

We have six full-time employees working at our headquarters building for our members around the world. Four work on the Headquarters office side of the building. They handle membership support, order fulfillment, region and division support, and backstop our volunteer staff located around the world. You can imagine how much work it takes each year to care for and keep track of our active membership of nearly 20,000. It all falls on the shoulders of these four great workers.

Our other two employees work in the Kalmbach Memorial Library, handling research requests from members, manufacturers, and non-members, and caring for our large collection of books, periodicals, photos, and other items. The library staff is also responsible for the publishing of two books per year.

Over the years, many of you may have spoken with one or more of these folks by phone, or exchanged letters or e-mails, but you probably haven't had the opportunity to meet them in person. If you come to the Philly convention, be sure to stop by the NMRA booth and let them know how much you appreciate all their hard, dedicated effort on our behalf.

Printed here is a photo of the staff taken by cub photographer Mike Brestel during a recent meeting in Chattanooga. The interloper in the back row is me.


Since this is the last time I will be able to address you in this forum (next month is dedicated to a welcome to the National Train Show in Philadelphia), I want to tell you all what a privilege it has been to serve as your President for the past two years and your VP for the four



*Back row, left to right: Brent Lambert, Library Director; John Roberts, President; Thomas Mossbeck, Library Operations/Research; Jenny Hendricks, Office Manager. Front row, left to right: Susan Straub, Teresa Richard, Diane Shaffner, Administrative Associates.*

years before that. I won't be going away, I'll just be getting some rest, so be sure to say "hi" when we see each other. Thanks to everyone, volunteers and staff alike, who has made the past few years such a memorable and rewarding experience.

Special thanks go to Mike Brestel, an able VP and wicked writer; the Board of Directors and Department Heads; and to Tom Draper and Dave Liesse for all their hard work and measureless dedication to the NMRA. These folks have worked to make the NMRA a better organization than it was the day I started as VP, and I'm grateful for all their support and leadership.

My beautiful and long-suffering wife, Suzie, and I are in the new house in Virginia, the train room is painted and ready for benchwork, and the Blue Ridge & Southern will rise again! I'll see you at a future NMRA event! 



**2006 July**

# AP Program Changes Announced

By Frank Koch

As the AP program has evolved, the requirements in several categories have been adjusted and changed, for example, Merit Award scoring was adjusted in 1995, and changes were made to the Author Certificate requirements in the late 1990s.

However, there has not been concerted effort to ensure that all forms are consistent with the requirements. As we've worked with the requirements and answered member questions, we've uncovered several areas that can benefit from clarification and improved consistency – three of them are discussed here.

The NMRA approved these modifications during the mid-year meeting in January 2006. We will now make the necessary modifications in the appropriate forms and add notations to the requirements.

1. The revised Author requirements allow Volunteer credits for additional presentations of a clinic after the first one is claimed for Author credit. The Volunteer requirements do not mention this option. The Volunteer requirements identify credits for open house and modular layout participation in NMRA events and the BSA merit badge program; however, the Record and Validation forms do not show these options. The "checklist" provided as a member service has not been updated to reflect changes in the requirements. The BOT has approved minor changes to the Volunteer requirements and forms to recognize these changes, and the "checklist" will be made internally consistent.

2. Clarification of "scratchbuilding." Some members and judges have incorrectly interpreted "scratchbuilt" as earning at least 13.5 out of the possible 15 points (90% of the available points). This is not consistent with the published Judging Guidelines. There are actually two separate and somewhat independent determinations that

must be made in assessing scratchbuilding during AP judging.

The first is the "yes/no" determination whether the model can be considered scratchbuilt. A model is considered scratchbuilt if at least 90% of the model's pieces/parts (other than those specifically exempted) are fabricated by the modeler. This is a quantitative assessment based on numbers of pieces.

The second aspect is the scratchbuilding score, according to the schedule contained in the Judging Guidelines. The scoring matrix shows that a simple model that is completely (100%) scratchbuilt can earn only 10 points. The scratchbuilding score is a combination of quantitative extent and qualitative difficulty and complexity. We should note that there can be additional "bonus" scratchbuilding points awarded (as long as the total scratchbuilding score does not exceed 15) if the modeler scratchbuilds any of the specifically exempted parts.

The appropriate changes and comments will be added to the judging guidelines and as notes in the requirements and Scoring Sheets.

3. The growth of DCC control systems confuses some members since the requirements were written in the context of DC and early command control systems. Only two sections in the Model Railroad Engineer – Electrical requirements (Section A, items #1 and #6) might be considered DC specific/limiting, and two minor additions make them compatible with both DC and DCC type systems while maintaining the intent of the requirements. The BOT has accepted these changes as noted below and we will make the appropriate changes to the requirements and forms.

Item #1 calls for "five electrical blocks" – a necessity in DC operation to meet the overall requirements for simultaneous and independent operation of two trains. DCC enables this, but separate blocks are generally used only for


troubleshooting. The following change in item #1 recognizes both types of control and keeps the spirit of the requirement:

Item #1 - For conventional DC wiring (non-command control), five electrical blocks that can be controlled independently. For command control wiring (DCC, TMCC, and others), sufficient gaps and switches to maintain polarity, phase if needed, and troubleshooting.

Item #6 calls for a power supply with voltmeters and ammeters. These are relevant in DC operation, but have limited application in DCC systems during operation. The following changes are made to reflect today's control systems which already contain built-in safety features. With more and more locomotives being sold only as DCC ready, it is not as practical to measure performance with meters. A sentence will be added to the comments area to reflect the desirability of using meters to assess the performance of locomotives and to help in troubleshooting the layout.

Item #6 - One power supply with protective devices (short indicator and/or circuit breaker) to ensure safe operation.

Overall, the conclusion is that the AP requirements are still appropriate and require no overall modification. We continue to stress that the AP program is designed to be inclusive and that most of the requirements are not restrictive, but the opposite. The requirements are generous in the options of "...OR..." and "...demonstrate only three from the following list of many options, including 'others.'" Our goal is to be even more inclusive for all members who have an interest in the AP program.

As always, if you have questions about the requirements, contact your division or region AP Manager, or send me a message. I will answer as soon as time permits. 

**2006 July**

**Dave Lynam earns Master Model Railroader #354.**

**Marlin Costello earns Master Model Railroader #368.**



**2006 August**

**Terry Bacus Jr., 13 Years as EDITOR**

## OBSERVATION CAR

Conducted by Terry Bacus Jr., editor  
[editor@bulletin.nmra.org](mailto:editor@bulletin.nmra.org)



# So Long, and Thanks

Once, about 130 issues ago, I was standing with then association Vice President Allen Pollock along a Santa Fe mainline near Flagstaff, Arizona. As we waited for another train to pass, we talked about many things. One of those things was this magazine, then called *The Bulletin*. I remarked to Allen that it was indeed a privilege to work on this publication. In fact, I said "I can't believe I get to do something this much fun for a job." It was truly a dream come true.

Those days, like today, the NMRA faced many challenges. One of the greatest challenges was financial. Allen and I, as well as the NMRA, wished great things for the NMRA and its publication. But finances such as they were created some obstacles to our vision.

In those days the magazine was just 52 pages. And it was printed mostly in black and white on a low grade, lightweight paper – paper that was in fact the same as grocery coupons are printed upon.

A couple of years of hard work and harder negotiations, and we were able to begin printing the magazine on better stock. At the same time we needed to boost advertising revenue. To do this we needed better content, for who would want to buy an ad in a magazine that few people were reading? With no money to spare we began tapping the membership to volunteer their services writing for us at rates far below what commercial magazines were paying. Many of those members stepped up to the plate and volunteered their efforts. And that is what this column is really about.

This is my final column as editor and I want to take a moment to thank those who have helped to make the magazine into what it is today and to position it well as it moves forward to the future.

Dave Cichy and Brian Kampschroer acted as Publisher and Associate Publisher through most of my near 13-year tenure. These two volunteers gave tirelessly of their time and energy helping to shape the magazine. While they are no longer in those positions, it was their guidance that helped to steer *The Bulletin and Scale Rails* to a position as one of the top three modeling magazines in the United States.

Jim Zinser, whose Region Roundup column appears in this issue, has probably penned as many words for this publication as have I. A talented writer, he continues to serve in a variety of volunteer positions.

Tom Persoon, Tom Marsh, Jim Ruisinger, Tom Troughton, John Ostler, Gary Hoover, and dozens of others were regular contributors to our pages. While they received some compensation for their efforts, it was not a job, it was a labor of love. Kudos to them for their hard work and commitments.

Like any column of this type there are literally hundreds to be thanked, and space and memory prevent each of them from being named. But to all who have helped in this endeavor, you have my sincere and heartfelt gratitude.

Finally, many of you have asked me what I will be doing after leaving *Scale Rails*. While it was deliberately avoided in the pages of this magazine, my job as editor was just one of several hats I wear. My company, Winchester Communications, is a communications consulting firm, specializing in small-circulation magazines, advertising, public relations and event promotions. I will continue to work in this role for a variety of clients. Departing the NMRA also means Winchester Communications will begin consulting for clients in the model-railroad industry, something we previously avoided to prevent any appearance of impropriety. Don't be surprised to see me at conventions, meets and train shows.

So, from the editor's desk in Columbus, Ohio, so long, and thanks for 13 great years.

**Dave Roeder earns Master Model Railroader #373.**

## **BEN PEARLMAN PASSES**

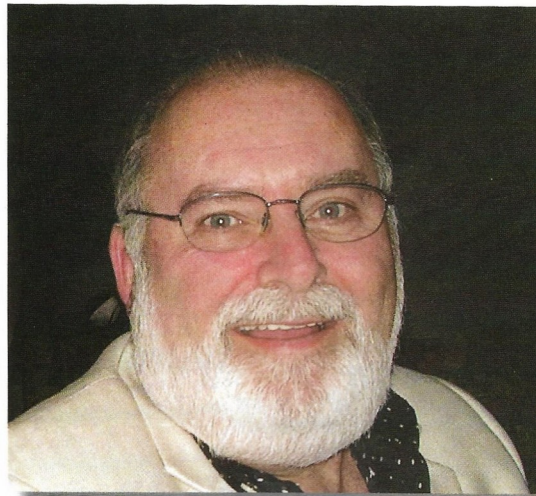
Ben Pearlman, 1942–2006

It is with much sadness that we report the passing of Bennett “Ben” Pearlman on the 26th of June, 2006. The National Model Railroad Association has lost a member who has contributed much to our national organization, and to the Lone Star Region as well.

Ben was born in New Kensington, Pennsylvania on December 6, 1942. While he was in his middle teens the family moved to Houston, Texas. Upon graduation from San Jacinto High School he attended the University of Houston. After graduating from the University he was employed as a cameraman for the local ABC television station KTRK. This was a fortuitous association considering Ben’s love of trains (TRK being one of the abbreviations of the word track).

While in college, Ben met his future wife, Irene Pearl Chanowsky. They were married in 1966. In time the family expanded to include daughters Marci and Lisa. During that period he formed Pearlman-McNee Productions. In 1970 he and Irene transformed this company into Pearlman Productions. In the 28 years of their management the company became a well-known full service film and production company, garnering Ben the Distinguished Alumni Award from the University of Houston as well as industry tributes such as the Telly award.

His love of trains eventually led him to the NMRA. Being the dynamic individual he was, it was inevitable that he would become a leader in the organization. He started as Vice President of the Lone Star Region from 1987–89 and President from 1989–93. He was co-chair of the NMRA national convention in Houston in 1989. In 1994 Ben



needed. Ben was one of those lucky individuals who was able to combine successfully his work and hobby. He enjoyed both to the fullest.

At the recent NMRA National Model Railroad Convention held in Philadelphia, Ben’s years of service to the organization were recognized. Ben was given the well-deserved honor of being named Honorary Life Member #44.

was appointed Chair of the (National Membership) Services Department, in which post he served until 2005. In this position he was overseer of the various membership services provided by National. He was also instrumental in conceiving, then designing the framework for the Heritage and Living Legend cars series produced by the NMRA.

Pearlman Productions was sold in 2002. Ben was then able to pursue his model railroad hobby in a different manner. He opened Papa Ben’s Train Place at 2506 South Bend Boulevard in Houston. The shop became well-known as a place where the area’s model railroaders could find the trains, materials, and advice they

The plaque announcing this award was rushed to his family in Houston. His name and number will be inscribed on the permanent HLM plaque displayed at the NMRA’s headquarters in Chattanooga, Tennessee.

Those of us who knew Ben personally will miss his quick wit and excellent business sense, as well as his willingness to serve the organization. His many accomplishments on behalf of the membership of the NMRA will long stand as a testament to his commitment, his energy, and his dedication to the hobby, the NMRA, and his many friends around the world.

—Dr. Robert Chait



**2006 September**

**Thomas Shook earns Master Model Railroader #378.**

**2006 November      GOLDEN SPIKE PARTY!**

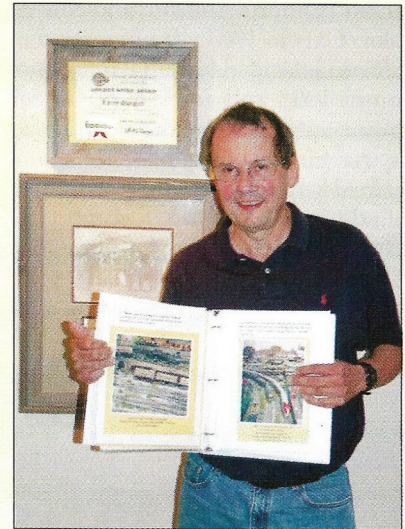
## Golden Spike Party

by Tom Browning, LSR Youth Chair

I have recently had the pleasure of participating in what I call a "Golden Spike Party." Several of us NMRA members got together at a candidate's home to check his/her submittals against the requirements, taking digital photos as we went through the process. The intent of these parties is to make it fun for everyone and make earning these certificates an enjoyable experience. Once everything is in order, we sign the completed forms, make a copy, and mail them to our Region AP Chair, Al Boos, MMR.

While waiting for the achievement certificate to arrive, we make a scrapbook that includes the rules taken from the NMRA website, the application submitted, and digital photos taken of everything used to meet the requirements. Because people are important, we also include photos of the participants. When the achievement certificate arrives, it also goes into the scrapbook.

This scrapbook makes great memorabilia to show friends, family, and grandchildren. Larry Swigert and Stephen Moore of Division 3 recently received their achievement certificates and were recognized in our local monthly meeting. This award (and party) is available to young, old, experienced, or not, and it is a great way to be recognized and have fun while earning certificates. Try it, you will like it! 📷



**Above:** Larry Swigert posed with his recently completed scrapbook featuring his Golden Spike certificate and all of its associated paperwork. Digital photographs complete the record and balance out the scrapbook making it an interesting read.

**Left:** Stephen Moore also completed his Golden Spike and was more than happy to show it off after placing it into his scrapbook.

**2006**

**Stephen Priest earns Master Model Railroader #377.**

**Rick McClellan earns Master Model Railroader #380.**

**2006 December**

**NMRA Pesident Mike Brestel wrote:**

***“We are currently making plans to revitalize the once highly popular data sheet program.***

***Back in the good ol' days when I first joined the NMRA a new member could expect to receive a thick packet of data sheets covering everything from basic prototype to data on geology, trees, structures, electrical connections, trackwork, freight car trucks and appliances, locomotives, swimming pools—you name it and it was covered by a data sheet.”***

**2006 December**

**Marion Brasher earns Master Model Railroader #370.**

**Paul Myers earns Master Model Railroader #381.**

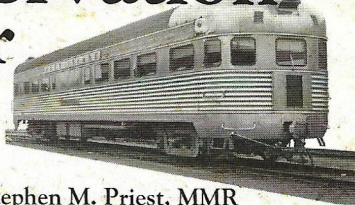
**Norman Frowley earns Master Model Railroader #382.**





# Observation Car

Always  
more to do



*SCALE RAILS* Editor Stephen M. Priest, MMR

**M**any wonderful things have happened since we took over the reins of *SCALE RAILS*, and I thank every one of you for your continuous support. Great articles are flowing into our production office as fast as we can catalog and edit them. Advertisers are jumping at the chance to promote their products inside *SCALE RAILS*, and the C&I department, under the keen guidance of Didrik "Di" Voss, is rewriting what many of us have considered "antiquated" standards and recommended practices.

There is much to do these days, and I awaken each morning with anticipation and appreciation for the inner workings of the NMRA. We, as a group of modelers, have a lot of influence in the hobby. Research, production, and standardization in the hobby are constantly up for grabs and a good deal of thought should be put forth to ensure that our hobby is headed in the right direction. We can alter the direction of manufacturers, researchers, authors, and each other simply by getting involved and making our voices and preferences heard. Di could use a hand in testing the dozens of products produced by manufacturers every month. If this interests you, drop him a line; he is listed in the *BULLETIN* section of the magazine.

There is much discussion regarding the revamping and upgrading of the NMRA data sheets. This effort would forever document specific items as they relate to model railroading and the prototype such as the color of paint applied to a particular year of automobile or perhaps the introduction of a specific paint scheme as applied to an EMD E7. This documentation process is endless, and anyone who is an authority on any subject that relates to model railroading is encouraged to participate. It is a great opportunity to help preserve your favorite railroad's way of doing things. This information will be presented in a graphical as well as textual form allowing members the ability to research detailed information about their era or area of interest. Good photographs, line art, and text will all be combined with the ultimate goal of having these data sheets available in both hard copy and high-resolution PDFs for instant access. Imagine what a change this process could bring about in our hobby! I invite you to join me in this — the greatest hobby in the world.

**2007 January**

**Brian Curry earns Master Model Railroader #350.**

**Rich Newmiller earns Master Model Railroader #374.**

**Bill Brown earns Master Model Railroader #371.**

**2007 February**

**Earl Mullins earns Master Model Railroader #383.**

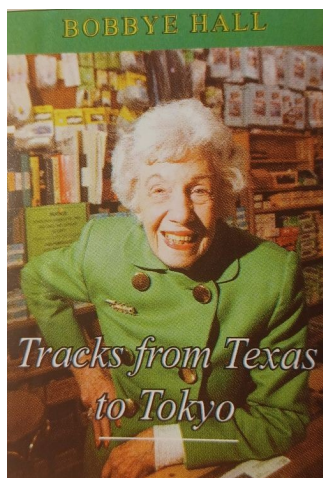
**Douglas Kirkpatrick earns Master Model Railroader #384.**





**2007 March    A Ground-Breaking Pioneer of the hobby passes**

**The 1<sup>st</sup> woman to import brass and 1<sup>st</sup> elected to Hobby Industry Association's Board!**




#### **IN MEMORIAM**

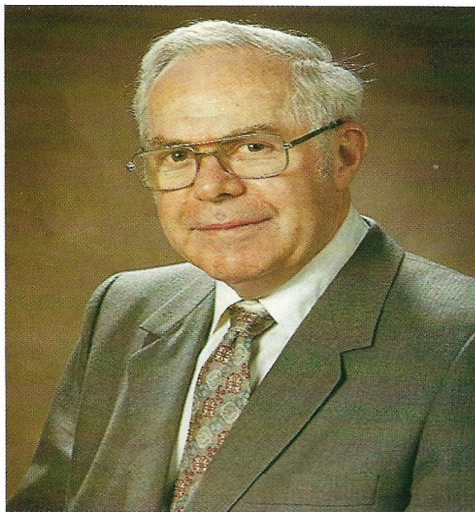
##### **BOBBYE HALL 1909–2007**

**F**ormer hobby industry icon Bobbye Hall of Dallas, Texas, passed away Saturday, January 27, at a Dallas hospital from congestive heart failure. She was 97.

A native of Whitney, Texas, Mrs. Hall rose to prominence in the hobby industry and National Model Railroad Association during a 55-year career with Hall's Hobby House and Hallmark Models, Inc. In the late 1960s, she became the first woman to import brass models from Japan with a line of locomotives and cars from U.S. Southwestern railroads. Mrs. Hall went on to import models from Korean manufacturers as Hallmark Models became a recognized importer in the industry.

In 1996, Mrs. Hall was inducted into the Model Railroad Industry Association's Hall of Fame along with industry moguls Hal Carstens, A.C. Kalmbach, Bruce Walthers, Irvin R. Athearn, and William K. Walthers. She also received the NMRA's Pioneers of Model Railroading award the same year. She was the first woman elected to the Hobby Industry Association's board of directors in 1953. She served three years on the board before stepping aside, but continued to serve hobby industry associations in numerous capacities until closing her business at age 92 in 2001.

In May 2006, Mrs. Hall released her autobiography, *TRACKS FROM TEXAS TO TOKYO*, which chronicles her rise from the early days of Hall's Hobby House in Dallas, where she along with her husband, Buddy, converted a former ice cream parlor into a hobby and antique furniture business in 1946. Since the book's release and until her death, Mrs. Hall toured several cities in Texas and Oklahoma making public appearances and signing her books. She last signed at a Dallas-area train show in mid-January. 



**BRUCE WALTHERS**  
1919-2007

**B**ruce J. Walthers was born in Plymouth, Wisconsin, on September 9, 1919, and left this world at his home in Solana Beach, California, on January 28, 2007, after a valiant battle with multiple cancers.

Bruce was actively involved in many different industrial, civic, and church groups, often serving as their diligent and hard-working president. A graduate of South Division High School, Milwaukee, and the University of Wisconsin-Madison, Bruce served in the Navy during World War II as a meteorologist on Kwajalein Atoll in the South Pacific. After active duty, he continued to serve in the Navy Reserves at the Glenview Air Station achieving the rank of commander.

Bruce's civilian career spanned 60 years at Wm. K. Walthers, Inc., a manufacturer of model railroad equipment founded by his father in 1932. He became president in 1958, and under his leadership the company became the largest distributor of model railroad products in the world. He successfully transferred the family business to the third generation in 1984, remaining active as chairman of the board to the present. He was a board member and served as president of both the Model Railroad Industry Association and the Hobby Industry Association of America. The HIAA awarded him its highest honors, the Meritorious Award of Honor and Lifetime Membership, in recognition of his many years of service and significant contributions to the industry.

Bruce was a lifelong learner and mentor to others. Early in his business life he overcame a fear of public speaking by com-

pleting the Dale Carnegie training course. He used his new skills to help others do the same, both as a Dale Carnegie volunteer leader and later as an alumnus of the program. As a member of the HIAA board, Bruce was often designated at the national meetings to interact on behalf of the association with the celebrity performing that year. He had fond memories of sparring on stage with Joan Rivers, Mel Torme, Bill Cosby, George Burns, Joel Grey, Alan King, Julie Budd, Vic Damone, and Billy Crystal. As the president of the Milwaukee chapter of the Council of Independent Managers and Organizer and President of the National Council of Independent Managers, he helped to strengthen the expertise of countless small business owners. A community leader, he served as a board member of Cardinal Stritch University and board member and president of St. Anthony's Hospital.

In retirement, Bruce was a frequent traveler, and participated in numerous Elderhostel programs. He stayed active by bicycling, researching family genealogy, and serving as board member and president of condominium associations in Whitefish Bay, Wisconsin, and Solana Beach, California. He was a founding member of Holy Family Parish in Whitefish Bay, served as President of the Holy Name Society, and was a Parish and Regional Chair of the Catholic Family Movement. At St. James Parish in Solana Beach, he was actively involved as an Associate of the Congregation of Jesus and Mary (the Eudist Community), a Lector at Sunday Mass, and facilitator of a Small Church Community Group.

#### ACHIEVEMENT PROGRAM

**I**t has been brought to our attention that during the transition of the editorial staff, the May 2006 Achievement Program report was not printed in the *NMRA BULLETIN*. Please accept our apologies for the omission. Here is the missing report in its entirety.

#### NMRA AP CERTIFICATE REPORT

\*Indicates first Certificate of Achievement

**MAY 2006**

#### GOLDEN SPIKE

##### Lone Star Region

(*Al Boos, MMR, Manager*)

Stephen Moore, Plano, Texas

Larry Swigert, Dallas, Texas



**2007 March**

**Steve Sandifer earns Master Model Railroader 389.**

**2007 April**

**LONE EAGLE PAYNE PASSES AWAY AT 99**



**Lone Eagle Payne, 1908–2007**

Many of us around the NMRA were saddened to hear of the recent death of Lone Eagle Payne of New Carlisle, Ohio. I asked Rick Tipton, a long-time MCR member and friend of L.E.'s, to write a tribute, which he has done with the help of Frank Koch, Allen McClelland, and Ray Persing.

*The NMRA lost one of its oldest living members when Lone Eagle Payne died on January 25, 2007 at the age of 99. A fixture of model railroading around Dayton, Ohio, this Native American was a founding member of the Mid Central Region's Division 3 and was the MCR Achievement Program Chair from 1962 until 1988.*

*An O scaler and avid scratchbuilder, Lone Eagle helped build our hobby by continually encouraging all, especially newcomers, in the practice of scale model railroading. Lone Eagle had a talent for showing even the greenest of newbies that model railroading, and the local organization, welcomed them and valued and respected their skills and enthusiasm.*

*Besides leadership on a one-to-one basis and his service as region AP chair, Lone Eagle served the NMRA in a number of official ways, including as president of the MCR and more than one stint as superintendent of its Division 3 (Dayton, Ohio). He also served for many years as the official NMRA liaison to the TAMR, the Teen Association of Model Railroaders. He received the NMRA Meritorious Service Award for his work with the Achievement Program, and in 1993 was awarded the NMRA Distinguished Service Award for service to the hobby.*

*Some of us treasure the fun of having conventioned with Lone Eagle and his late wife, the red-haired Lethia. Both of them were strong-minded characters, and in the late hours of one convention I heard someone ask Lethia how they handled any differences of opinion. She answered quickly, "Well, Indians don't fight at night!" which closed the subject with a round of laughter.*

*Lone Eagle still attended NMRA conventions after Lethia died. He was in the middle of the 1999 St. Paul National when he had a fainting spell. The EMT's came and checked him out, and his friends tried to make much of this, but he waved it off. After all, he was only 91.*

*Lone Eagle was employed for many years as a letter carrier for the Springfield, Ohio Post Office. After his official retirement he began work as a conductor on the Whitewater Valley Scenic Railroad in nearby Connersville, Indiana, retiring from that position only last year.*

*Lone Eagle Payne showed a lot of us younger folks the kind of model railroader we wanted to be: caring, committed, and consistent. We will miss Lone Eagle, but now his spirit flies a little freer.*

**James H. Richards earns Master Model Railroader 379.**

**Lawson W. Stevenson earns Master Model Railroader 385.**

**2007 May**

**Lester J. Breuer earns Master Model Railroader 387.**

**Thomas E. Mauszycki earns Master Model Railroader 388.**

**2007 June    CHARTER MEMBER Ken Sanborn passes away**

**Lester J. Breuer earns Master Model Railroader 387.**



**KEN SANBORN PASSES**

**I**n October 2006, Ken Sanborn passed away after a short illness. As a charter member, Ken was instrumental in the establishment of the Stoney Creek Model Railroad Club of Rochester in 1969. He had been involved in model railroading since 1946 and had received the NMRA's Association and Volunteer Presidents Award for service to the hobby.

Ken modeled Santa Fe in HO. He loved railroading in the New England area where he was raised and named his layout the Santa Fe & Eastern Railroad. He was a walking encyclopedia on engine specifications and design. Many of his locomotives and engines, including a large number of brass, were hand-painted and highly detailed.

**Alan Robert earns Master Model Railroader 375.**

**Pete Bellos earns Master Model Railroader 386.**



## Howell Day Museum update



## President's Car

NMRA President Mike Brestel

I understand that some questions have been raised concerning the Museum Committee's decision to move the Howell Day Museum to Sacramento, California, as described in my column in the March 2007 *SCALE RAILS*. Apparently it was not enough for us merely to mention that a thorough search for a permanent museum home was undertaken, nor did I stress strongly enough that the museum is a separate operation, having its own board of directors and involving no members' dues dollars. So here's a fuller report on this topic.

I checked with Charlie Getz, a member of the Howell Day Museum Committee, and a member of the NMRA Board of Directors, to get an accurate report on what the committee went through in finding what we plan to be the permanent home for the museum. Here is part of his reply:

*Most members do not know that selecting the location generated some heated debate on the committee. We did explore other venues, including Denver, St. Louis, Strasburg, and Kansas City. We also investigated staying in Chattanooga, but the city did not offer any incentive to stay. We all agreed that the lack of any financial incentive, the difficulty in reaching Chattanooga from most of the country, and the lack of space in the headquarters building make the Chattanooga location a non-starter.*

*The purpose of the Howell Day Museum is to serve the public, and we have pledged to our members that the museum will be self-supporting. Our collection and exhibits will be of a quality that our members will want to attend, but our primary focus must be on the public to (a) be financially successful, and (b) spread the word about our hobby. Chattanooga might offer that opportunity in a downtown location, but it could not compete with the visitor numbers or the built-in railroad interest in the Old Town Sacramento area.*

*Old Town Sacramento has over 3,000,000 visitors per year. The California State Railroad Museum, a world-class railroad museum with which we are partnering, has over 600,000 paid visitors per year. Partnering with them to save costs and bounce off their advertising is a no-brainer as far as I'm concerned! They want us there, and they're willing to give us a lot to get us there.*

*Only the Colorado Railroad Museum expressed similar interest, but they did not have land available for our use and their visitor draw is not nearly as high. The other places we investigated had nothing to offer us, and did not have nearly as many visitors. This was no secret deal, nor was it an impulsive act! We are partnering with a world-class operation that very much wants us there. Who else is willing to work with us the way the State of California and the CSRM are?*

Some members have complained that Sacramento is "too far away," but let's look at that for a minute. For most of us, we have two choices if we want to visit either Chattanooga or Sacramento: flying or driving. (text continued on page 6)



*(text continued from page 3)*

I'll leave it to others to compare the joys of driving through the mountains of Tennessee or across the Great Plains and two mountain ranges to California, burning \$3.50-per-gallon gasoline all the way. When I go somewhere, I usually have to fly due to time considerations.

Even though I live only 400 or 500 miles from Chattanooga, an airline flight there costs about twice as much as one all the way to the left coast. Others I've talked to, whether they live on the Eastern Seaboard, in the Midwest, or elsewhere, tell me the same thing: they can get to Sacramento for far less money than to Chattanooga. In fact, I can fly to England for less than to our Headquarters!

What this tells us is that geographic location is not as important for locating our museum as are other factors, including attendance potential and financial incentives. In nearly every significant way, the Sacramento offer is a great one for us, and makes the CSRM an ideal location for the Howell Day Museum.

### **What about the Library and Headquarters?**

The next logical questions that keep coming up are, if we move the museum and its collection to California, what happens to the Kalmbach Memorial Library and to the HQ operation? Let's look at those one at a time.

At the moment, our library and its collection and two employees fit very well into our headquarters building. As discussed earlier, it's a little tough for most of our members to reach, but Brent Lambert, Thomas Mossbach, and the material they oversee are as close as a computer or telephone.

Unlike the museum, which is self-supporting, the library absorbs a significant portion of our dues dollars each year. Some members are happy to have the library be part of our budget, while others think that far too much is spent in maintaining the operation. The Board of Directors has historically supported the library, while doing what it could to keep the library's costs under control.

There is a possibility that we will have the opportunity to merge our library with that of the California State Railroad Museum, one of the largest and finest in

the country, and that this merger would give our membership and the industry access to a larger and better collection than is currently available. It is also possible that through merger we can significantly reduce the costs of operating our library. Of course, if this merger did occur, the CSRM would expect us to move our library collection and operations to California to merge with theirs.

Brent and Thomas are aware of this possibility, as is the HQ staff. They know that nothing has been decided at this time, and that no changes will be made unless the BOD is convinced that the action would benefit our members. This decision could be made fairly quickly, or it might stretch out for several years. We have made it clear to our library staff that we value their efforts, and that they are welcome to stay with us until a decision is made, and perhaps beyond.

While there are very good reasons why it may be advantageous to move the library to California, we can see no reason why it would make sense to transfer the NMRA HQ out of Chattanooga. The primary functions of our HQ can be performed anywhere, since nearly all of our membership stays in touch with them by computer or over the telephone. The cost of living is far higher in California than in Chattanooga, as is real estate and office space. Our highly trained and efficient staff is in Chattanooga and has no desire to leave the area, and we have no desire to lose them. There is simply no good reason to move our HQ operations out of the Chattanooga area.

There may, however, be some compelling reasons to move our staff and operations to other facilities within the Chattanooga area. Our building and grounds were recently appraised at over \$1,000,000. Contrary to rumors I have heard over the years, we have clear title to this property. The Tennessee Valley Railway Museum, which is located on land just behind our building, has the right of first refusal, but they would have to meet our price if we were to decide to sell to another buyer.

If the library and the museum were elsewhere, we would have no need for all the space our current building provides. We could buy or rent a space more appropriate for our current needs elsewhere in the Chattanooga area, and the money realized by the sale of the building and property could be used to rebuild our investments to

the level where they were before they had to be used to cover the operating deficits of the mid- to late-1990s.

A million-dollar infusion into our investment portfolio would go a long way toward lessening the stress on your dues dollar, and would give us the opportunity to put more money where it can do the most good, such as into standards and conformance work, membership growth and retention, region and division support, and the like.

I know that many of our members gave a lot of money to retire the debt on our building over the past thirty or more years. I was one of them. The money that was donated in support of the building has allowed us to be in a position today where we have some options for our future.

I am aware that the issue of the building is an emotional one for many of us. But I ask everyone to remember that the building is not the NMRA. The NMRA is, among other things, our history, our goals, and our traditions, but it is above all our people. If we can serve our membership best by staying in our current building, we should do that. But if our best service to our members and to the hobby can occur if we sell our building, then that's what we should do.

Most people I know are not living in the same houses they occupied 35 years ago. They're not driving the same type of car. Some are in different scales or gauges, or have built new layouts. They have moved, changed, and adapted as their needs have changed.

What was right for the NMRA in 1972 is not necessarily the best we can do in 2007. I cannot tell you what we will do in response to all the changes that have overtaken us over the last quarter century and more, as well as what will come in the days ahead. But I can promise you that, as we consider what to do with the library, our office functions, and our current headquarters building, your Board of Directors and officers will do our best to make the business decisions that will give the NMRA its best opportunity for relevance and growth in the future.

*Mike*



2007 August

**Gary Shaffer earns Master Model Railroader 393.**

**James F. Wise earns Master Model Railroader 394.**

## SPECIAL FEATURE

### A Glimpse Inside the NMRA's Kalmbach Memorial Library

article by *Brent Lambert, Library Manager*  
photographs by *Thomas Mossbeck, Research  
Associate*

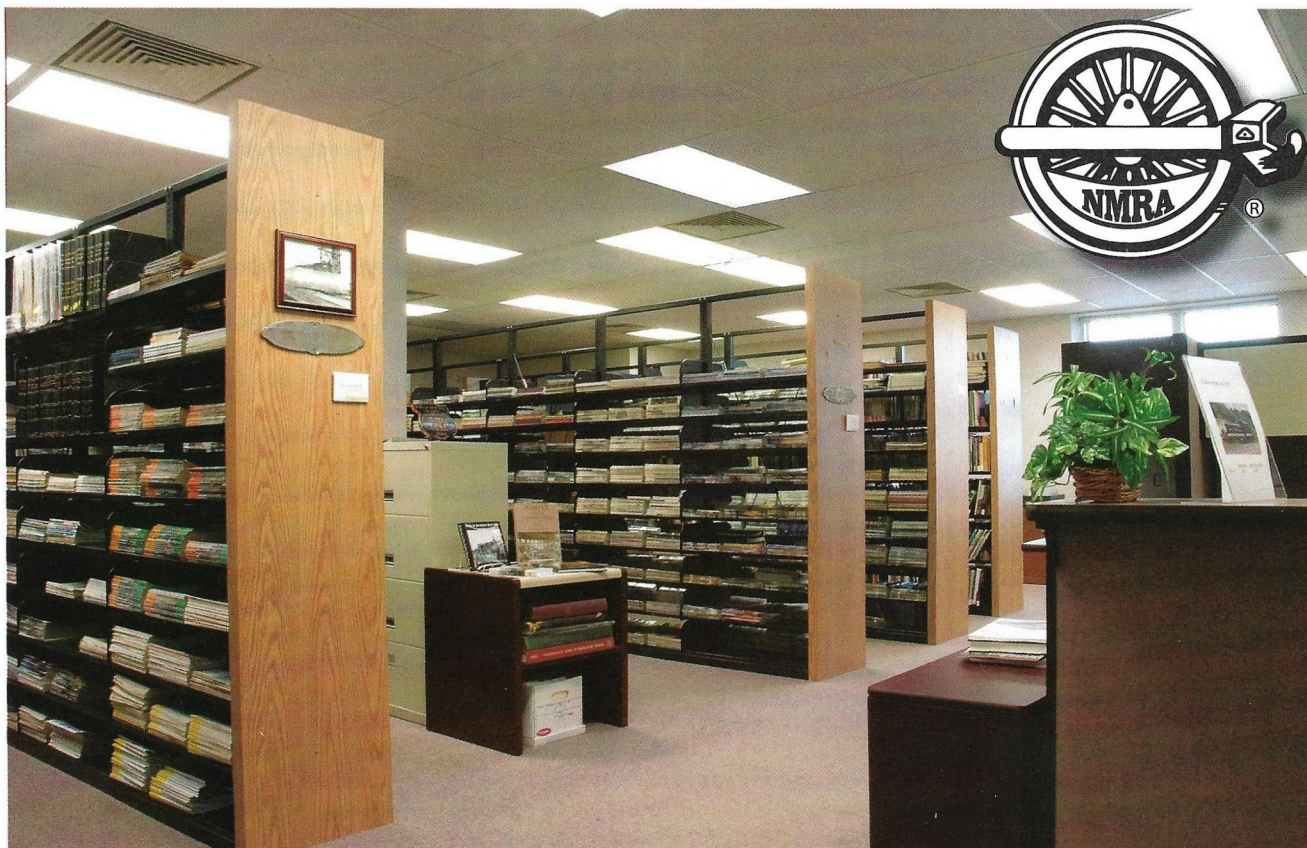
**W**hen I joined the Kalmbach Memorial Library staff in 1998, there was no time to ease into my new position as Research Assistant. Less than a week into my employment, I was given the task of answering every request that had accumulated in an intimi-

dating, three-month old, four-inch high stack of questions on the research desk. The stack contained over 200 questions from over 200 patrons, waiting to receive a timely answer. After slogging through dozens of requests in the weeks that followed, I finally whittled down the stack enough to find a bit of breathing room. By that time, I was keenly aware of what the library had to offer, and I was grateful beyond words to have those resources close at hand!

My first few months on the job were tough, but the experience taught me that within the walls of the library was a treasure trove of both prototype and model railroad information. Our collection has grown considerably since that time through the generous donations of NMRA members as well as nonmembers. To illustrate that point, our assemblage of books has almost dou-

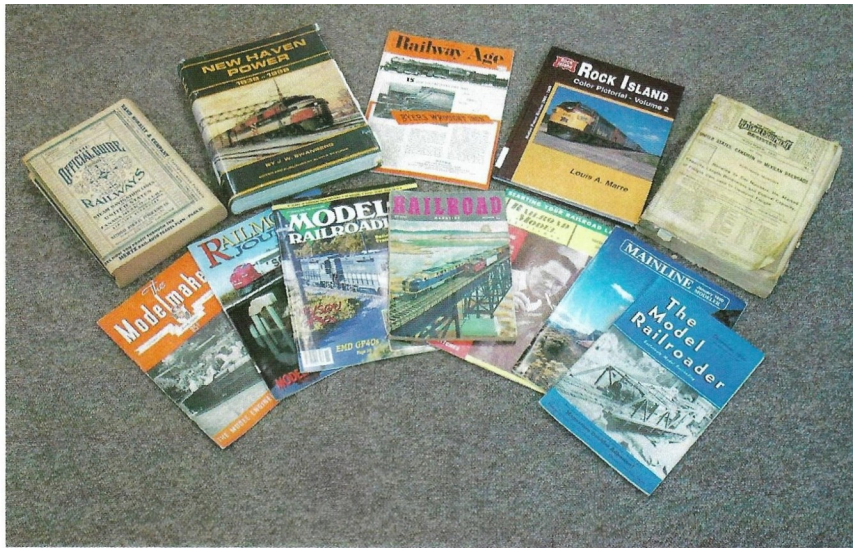
bled in size from 3,500 to more than 6,500 volumes. That number does not count the thousands of railroad rulebooks and operating manuals in our archives. We also have added entire "named" collections, like the Bruce Meyer Collection consisting of over 1,400 original EMD diesel paint diagrams. Obviously, the addition of these resources is something to be proud of, but our improvements over the last decade involve more than just collection contents. Simply possessing the research material does not make that material useful — at least not without having a way to search and find the specific information that is needed.

*Below: The view that greets visitors to the library. Access to our collection is a major benefit of NMRA membership. Notice the locomotive builders plates affixed to the bookshelf ends.*





## 2007 August Inside the Library continued...



Above: A sampling of the resources utilized by staff and visitors to answer research questions. Entire "named" collections, like the Bruce Meyer Collection consisting of over 1,400 original EMD diesel paint diagrams, have been added to the library over the past few years.

Below: Research Associate and resident modeler Thomas Mossbeck is at the throttle on the library's Apple Valley Branch layout, which offers visitors a glimpse inside the hobby.

Kalmbach Memorial Library  
4121 Cromwell Road  
Chattanooga, TN 37421  
Phone: 423-894-8144  
Fax: 423-899-4869  
Web site: [www.nmra.org/library](http://www.nmra.org/library)

Brent Lambert, Library Manager  
Email: [KMLdirector@aol.com](mailto:KMLdirector@aol.com)

Thomas Mossbeck, Research Associate  
Email: [KMLresearchdesk@aol.com](mailto:KMLresearchdesk@aol.com)

Our staff would not be able to do what we do without the computers and software currently installed in the library. As one would expect, we have upgraded our computer systems more than once through the years, and we currently work with smooth-operating Dell XPS desktop units. We use a variety of programs, including Right-On, PastPerfect 3.0, and Microsoft Visual FoxPro, to meet our software needs. The staff can utilize these programs to catalog and search our collections of books, periodicals, photos, blueprints, and miscellaneous archival material. I would also like to point out that we added Adobe PageMaker and Photoshop to our "arsenal" in recent years, which enable us to produce many of the NMRA's books, such as THE POSTWAR FREIGHT CAR FLEET.

We also have made great strides in providing patrons with better access to the collection. When I first arrived at the library, we accepted research questions via phone, fax, or letter, but not via email. Although the library had a page on the NMRA web site, that page was not terribly informative. In stark contrast, the library staff now receives most of its requests via email, and





## 2007 August Inside the Library continued...



our web site is one of our greatest outreach tools. The site now contains listings of numerous library holdings, mostly from our periodical collection, but it also enables patrons to order surplus books and magazines, to request photo or article listings from the library's database, and to rent videos from the NMRA. And of course, you can find contact information which allows you to submit research questions, too!

The library staff answers between 70 and 100 research questions every month, so providing research services is, and probably always will be, our primary function.

But, our staff also works behind the scenes on projects that many people do not necessarily associate with the library. From finding artwork and information used to create the NMRA special run cars to performing prototype research for the product reviews seen in *SCALE RAILS*, we make significant contributions in helping the NMRA fulfill its mission. This wide range of duties is certainly a source of pride for the staff and would be impossible without the superb collection we now enjoy.

The breadth and depth of its collection make the Kalmbach Memorial Library one of the best railroad resources in the country, and perhaps the best for model railroaders. Through its growth and development, the

library is even more impressive to me now than it was when I started. Speaking of being a rookie, it is hard to believe that was nearly a decade ago... and even harder to believe how much the library has changed since then. 📖

**Above:** Library Manager Brent Lambert is seen here working on the design of the NMRA's recent book, *THE POSTWAR FREIGHT CAR FLEET*.

**Below:** The library's periodical collection is enormous, numbering over 50,000 individual issues, including full runs of many major railroad publications like *Trains*, *Model Railroader*, *Railroad Model Craftsman*, and more.





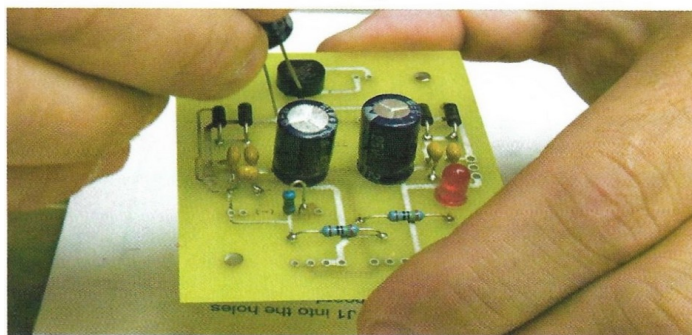
## 2007 September Future MMR Brook Qualman at Detroit Conv.



Above: Brook Qualman was busy stuffing her printed circuit boards with parts in preparation to solder. She was attending the convention with her husband.

product. But with Leslie's patient help, I was soon soldering away and having a lot of fun with the other 25 participants. As I worked my way through each step of the instructions, I soon realized my creation was complete. After a quick inspection and "solder scrub" by Leslie, I proudly took my board to the testing station. A dark light emitting diode and discouraging voltage test indicated a flaw.

I was able to trace the culprit to a faulty 7805 five-volt voltage regulator. After a quick replacement, my red diode beamed brightly. My smile beamed just as brightly with my sense of accomplishment: I learned something new and had a great time. Isn't that what being a part of the NMRA is all about? 📺



Above: Talk about a professional-looking board! The dual-voltage regulator circuit quickly took on the appearance of one designed and built in an electronics factory.



**2007 September**

**Duane Richard earns his MMR #391. This made Duane and his Father Richard #345 to be the FIRST FATHER / SON MMRs.**



**Duane (son) / Albert Boos III / Richard (father)**

**2007 September**

**Gary Metcalf earns Master Model Railroader 392.**

**Peter R. Magoun earns Master Model Railroader 396.**

**2007 October**

**John O'Neill earns Master Model Railroader 395.**

Some words about  
membership and  
insurance:  
the real world intrudes



## President's Car

NMRA President Mike Brestel

**D**ear members:

We need your help.

In today's litigious and liability-obsessed environment, one of the things that makes it possible for divisions, regions, and 100% NMRA clubs to hold shows, meets, conventions, and open houses is the NMRA national organization's umbrella insurance policy. The benefits of this insurance are available to any NMRA-affiliated organization willing to follow the rules for its use.

Having the protection of the NMRA's umbrella liability policy means that an NMRA group in the U.S. or Canada can hold meetings, conventions, shows, and the like without the need to spend hundreds or even thousands of dollars on liability insurance. As long as a division, region, 100%-NMRA club, or other sanctioned group behaves responsibly, the group and its members are protected from economic ruin in case of disaster.

I recently learned that there are some NMRA divisions and regions that are not following the NMRA's basic regulations regarding membership. There are some divisions and regions that are accepting as "members" persons who are not members of the NMRA. There are even divisions and regions that have elected "officers" who are not even members of the NMRA. Some of these individuals have never been members, or have not been members for many years.

My first thought upon learning this was, why on earth would someone want to lead an organization he or she wasn't even willing to join? My second thought was that I needed to bring the problem to the attention of the Board of Directors and of our Legal Counsel. They were as concerned as I am. Our concern revolves around issues of fairness, questions of legal responsibility, and the possibility of loss of our umbrella liability insurance. I'll address our concerns in that order.

**Fairness:** Except for our Life Members, who joined under a different contract, it costs each of our regular members \$36 per year to belong to the NMRA. For that \$36, we each are entitled to services at the national, regional, and divisional level. These services have to be paid for. Many of them are paid for out of that \$36, and many more are paid for in some other way. If someone habitually attends and participates at any level of the NMRA without becoming a member, it is fundamentally unfair to those of us who have joined. And the more freeloaders there are, the more our members' dues have to be raised to pay for them. That's just unfair to all of us who have agreed to support and share in the benefits of the NMRA.

**Legal responsibility:** The NMRA's Regulations, our governing document, specifically and unambiguously state that every member, officer, and director of a division or a region shall be a member of the NMRA. It is the legal responsibility of every elected officer at every level of the NMRA to follow this and every other regulation to the best of his or her ability. If an officer becomes aware that a regulation is not



## 2007 November Insurance Liability Issues...Cont.

(text continued from page 5)

being followed and does nothing about it, he or she is guilty of misconduct and can be censured or even removed from office for not taking action. If a region or a division has an officer who is not a member of the NMRA, and thus is not a member of the region or division he or she allegedly leads, any action taken by that person could be considered legally null and void. This includes contracts, tax returns, and any other business conducted on behalf of the organization.

Liability insurance coverage: This is the one that scares me the most. If something happens at a show, meeting, meet, or any other event where NMRA liability insurance is assumed to be in force, and if it is discovered by the insurance company that the affected NMRA entity has "members" on the books who are not in fact NMRA members, or that the entity has "officers" or "directors" who are not NMRA members, and who are entering into contracts and agreements for a group of which they're not even a member, it is very possible that the insurance company will not be willing to extend coverage for a claim. And since the conditions under which we are granted the insurance would have not been followed, the insurance company would be well within its rights.

If the NMRA insurance is not available, it is possible that each individual member of the NMRA entity in question could be sued and held personally liable, to the tune of thousands or millions of dollars. It is also possible that the person or persons posing as NMRA officers and directors would also each be personally held civilly and criminally liable. And while legitimate officers and directors of corporations are not ordinarily held personally liable in the event of a loss, that legal protection disappears if those officers and directors are aware that irregularities have occurred and have done nothing to correct them.

In other words, dear members, if your region or division has "members," "officers," or "directors" who are not NMRA members, you and they are playing with a loaded gun. You may not have the insurance coverage you think you have. Yes, calling people "members" who aren't is unfair and the practice raises tough legal questions, but what scares me the most is that some of our divisions and regions are exposing themselves and every one of their legitimate members to potential legal and financial problems, the extent of which we can't even imagine.

Our Legal Counsel has explained to us that, now that we are aware of this problem, we must take steps to get our house in order. Otherwise, the insurance company could cancel our insurance, or even refuse to cover us in the event of a claim. We don't even know at this point whether this is a relatively small or a widespread problem.

Since we can't possibly travel to each division within the 15 U.S. and Canadian regions and certify their membership rolls, we will ask each division and region to do that for us. Before we renew each U.S. and Canadian region's and division's insurance for the new year, we are going to ask each region and division to certify in writing that every one of their members, officers, and directors is a member of the NMRA.

If a region or division cannot issue this certification, it will not be eligible to operate under the protection of NMRA liability insurance and will either have to go without or purchase insurance on its own. If a region or division issues the certification while knowing it not to be true or not bothering to check, the legal and financial consequences in the event of a claim could be enormous.

This is not a topic that I wanted to write about, nor is it something that I would have imagined would ever be necessary. I promise you that the NMRA's officers, directors, and volunteers and paid staff will do everything we can to continue to deliver value, service, and protection to our members. The NMRA is a big organization, and things happen that we can't anticipate or control. You can help ensure the integrity of our organization and the safety of all our members by demanding that the officers and directors who serve you are fellow members of the NMRA.

While I'm sorry that I have to bring this to your attention and that the actions of a few are jeopardizing the well-being of the many, I'm glad that we found out what was happening before we had our insurance canceled in the face of a heavy claim. That's the good news in all of this.

Ironically, the individuals who are engaging in the behavior that jeopardizes all of us will probably not see this column, since they are not members and thus do not receive *SCALE RAILS*. So I am asking our members to help us out. If you find out that the actions of a few in your area are putting our many faithful members at risk, please let me know about it, as specifically as possible. My contact information is in the front of the magazine. We will then attempt to get the situation under control.

Then we can all get back to model railroading.



KAREN PIRZCHALSKI 1952–2007

By Tim Blackwell, editor *Cowcatcher Round Up*

**K**aren Pirzchalski had a pact with her husband, Stan, that they would spend about three evenings each week working on their HO scale MDAK Railroad at the couple's suburban home in Colleyville, Texas.

Together, they built the MDAK into a sprawling 27x67-foot empire that became one of Dallas/Fort Worth's largest model railroads. Time on the layout was self-prescribed therapy to help the couple forget about the daily stresses of life and ongoing medical problems.

Last December, at the MDAK's annual open house that benefits charity, Karen beamed at the transformation of what once was a "Plywood Central" to a nearly fully scenicked slice of steam-era mountain railroading. She was excited at donations the event generated that day.

"We just really enjoy doing this," she said as a dozen or so friends, neighbors, and guests observed the railroad. "It is so wonderful to see how much the kids enjoy looking at the trains."

Her giving nature, courage, and zest for life largely overshadowed her 22-year fight with cancer, which claimed Karen's life at age 55 on July 15, friends said.

Nearly 350 people attended a mass at Good Shepherd Catholic Community in Colleyville to celebrate a life that included a successful career in the banking business and contributions to many civic organizations and charities.

Karen — born on May 12, 1952, in Fort Worth — was an active member of the NMRA for 16 years and regularly attended national conventions with Stan. She served as treasurer for the Lone Star Region's annual conventions in 2001 and 2005, and was co-registrar along with Stan at the 2005 meet.

Until her health declined in recent months, she attended quarterly division meetings and joined the Layout Design SIG.

The MDAK's annual holiday open houses were an example of Karen's giving



nature and special interest in the hobby, Stan said. "She not only gave to charity, but everyone who visited was impressed with her knowledge of the techniques in the hobby. Obviously, they were impressed with the entire layout. She was an ambassador to the hobby."

Stan remembers early in their marriage when he told Karen that he wanted to build a small layout. "Her face lit up," he said in a September 2004 interview with the *Cowcatcher Round Up*. "She was glad to see that I was interested in that, because she was too."

Most of Karen's contributions to the MDAK were building structures, ballasting track, cleaning rails, and populating the layout. She was the MDAK's "people person," a testimonial to her outgoing lifestyle and love for helping others, Stan said.

When not railroading, the Pirzchalski's trained Eucharistic ministers at their church and hosted singers who performed at the Fort Worth opera.

Despite nine surgeries throughout her lengthy illness, Karen remained optimistic until weeks before her death. Friends said that on the rare occasions when she talked about her struggles, she reminded them about the numerous times she overcame the disease, and that she would persevere.

Friend Doug Watts, who met the Pirzchalski's in 2001 while serving together on the board for the LSR's 50th Anniversary Convention, said Karen often exhibited encouragement, love, enthusiasm, positive thought, and courage to those around her. "She demonstrated her strength daily, always had a smile, and helped others through their own life challenges," he said. 🕯

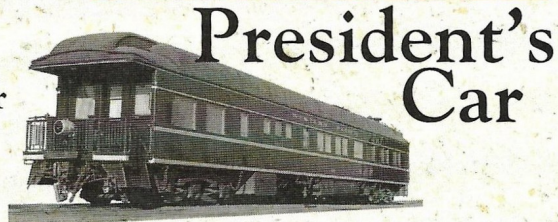


**2007 November**

**Jim Zinser earns Master Model Railroader 397 and Charles Heying earns Master Model Railroader 399.**

**2007 December President's Column**

**New Leadership for  
the Education  
Department**



**NMRA President Mike Brestel**

**Y**ou may have heard that Dick Flock found it necessary to resign as Education Department Manager at the conclusion of the Detroit National Convention. Dick is an NMRA super volunteer, an extremely hard worker, and has been a friend for over 30 years, and I am sorry to lose him from our team.

We immediately began a search for new leadership for this vital and active department, and I am pleased to be able to introduce to you the new Education Department Manager, John M. Lowrance, MMR, and his new Assistant Manager, Fred M. Bock, MMR.

**John Lowrance, MMR**

John, a resident of San Antonio, Texas, has been an NMRA member since 1971 and has served as Lone Star Region President and National Trustee. He also served as the Southern Area Vice President under the old system and was a member of the NMRA Audit Committee. He was awarded Master Model Railroader certificate No. 150 in May 1989.

John is a past President of the San Antonio Model Railroad Association (SAMRA), and is currently chair of the association's Layout Management Committee. That committee's mission is to supervise the design and building of SAMRA's new 3,000-square-foot HO model railroad in the Bob Clarke Rail Heritage Museum. The layout will represent and interpret the rail-related industries of Texas.

A 1968 graduate of Oklahoma State University with degrees in Psychology and Business, John recently retired from a 40-year career with the U.S. Air Force Civil Service. He worked over the years as social worker and a drug and alcohol counselor, and was in later years responsible to the Secretary and the Chief of Staff of the Air Force for all things related to fundraising, U.S. Savings Bonds, and voting in the Air Force. He managed hundreds of volunteer voting and campaign officers scattered through the Air Force around the world.

John is well known for his accomplishments in the model railroading world. He is the author of numerous articles, and his modeling and photography has been featured on the covers of the *Bulletin*, *Model Railroader*, and *Railroad Model Craftsman*, along with other publications. His former HO scale layout, the New York & New London Western RR, was the subject of several articles, and was also featured in the world's first nationally distributed model railroad CD-ROM interactive program, "West of Union Station."

John has been a featured guest host on the nationally televised series, *Workin' on the Railroad* that aired in 2005 and 2006 on the national cable television *Do It Yourself* network. He has been an instructor with the Model Railroad University, and has done countless workshop clinic presentations at many major train events, including the



## 2007 December President's Column Cont.

*(text continued from page 3)*

NMRA National Convention, NMRA regional conventions, the Milwaukee Train Fest, and the National Narrow Gauge and National O Scale conventions.

Many of you are probably familiar with John's New London Industries, which produces and markets stencils and instructional DVDs for backdrop painting.

### **Fred Bock, MMR**

Frederick M. Bock IV is also a resident of San Antonio. Fred first joined the NMRA in 1961, and has been a member continuously since 1994. He has served the NMRA Lone Star Region as past and current Director of LSR Division 6 (South Texas). He was awarded Master Model Railroader certificate No. 361 in December 2005.

Fred is currently VP-Engineering and Chief Dispatcher of Tom Crosthwait's Mogollon & Southwestern RR. He is a former Board Member, Secretary, newsletter editor, and web site developer for SAMRA. It was his proposal in October 1995 that SAMRA dissolve as a social association and re-form as a 501(c)3 educational and historical tax-exempt corporation, and Fred successfully guided SAMRA, Inc. to its current tax-exempt status in February 1997.

Fred is currently a member of the Alamo Model Railroad Engineers, San Antonio N-Trak Association (SANTRAK), Gulf & Western Modular Model Railroad Society, and Club Amigos de Ferrocarril de San Luis Potosi, SLP, Mexico.

Fred has a B.S. degree in Electrical Engineering from the University of California (Berkeley), 1969; a Master's in Electrical Engineering from the University of New Hampshire, 1972; and a PhD in information systems from the Graduate School of Business of the University of Texas (Austin), 1987.

In June 1993, Fred retired as a Lieutenant Colonel in the U.S. Army (Medical Department) after 22 years of service in biomedical R&D and medical information systems development. He served as Chief Information Officer (CIO) for two biomedical R&D laboratories, and is an Honor Graduate of the U.S. Army Command & General Staff College. A disabled veteran, Fred was awarded the Legion of Merit.

Fred retired for the second time in August 2005, as an Associate Professor (Information Systems), HEB School of Business, The University of the Incarnate Word (UIW), San Antonio after eight years of full-time teaching at the undergraduate (BBA) and graduate (MBA) levels.

Fred is a Railroading Merit Badge Counselor with the Boy Scouts of America, and is a Life Member of the National Eagle Scouts Association. He is co-developer, with M&SW President Tom Crosthwait, of a multimedia/hands-on "Operations 101" course for novice model railroad operators; the "Letter from America" columnist for the *Model Railway Enthusiast* magazine (Great Britain); and has established a liaison/exchange program between the LSR and model railroading and railfan clubs in Monterrey, San Luis Potosi, Aguascalientes, and Guadalajara, Mexico.

I'm sure you'll want to join me in welcoming these two gentlemen to the team. We are certainly pleased to be the recipients of their volunteer efforts. I'm sure you'll be hearing more from them later!

### **Thank you, Jan Wescott**

After Dick's resignation, I was under the gun to find his successor. Fortunately, Jan Wescott, former Manager of the Education Department, agreed to serve as Acting Education Manager while continuing in her current role as Member Services Manager. She has been doing double duty since the end of the Detroit convention, and in her spare time led the successful search for the new Education leadership team.

I can't begin to tell you how thankful I am to Jan for her willingness to jump in and do what needed to be done. I don't think she could help herself – she's just that kind of person. Jan, the entire NMRA owes you one, maybe more, for your cheerful competence, your generosity, and your cooperative attitude.



**2007 December**

# Year of the MMR

a year-long series focused on the Achievement Program

article and photographs by *Todd Gillette*



Above: To help kick-off the first meeting of MMRs that volunteered to help design the "Year of the MMR" series of articles, we had a commemorative cake made. Stephen M. Priest and Todd Gillette did the cake design. A local bakery made the cake using a computer file provided by Paired Rail.

Below: MMRs Marty Vaughn, Pat Harriman, Miles Hale, Joe Robertson, Stephen Priest, and Paul Richardson discuss the details of the upcoming "Year of the MMR" at the *SCALE RAILS* editorial offices, shortly before devouring the festive cake that commemorated the occasion.



**Jim Zinser earns Master Model Railroader 400**

**S**CALE RAILS is proud to announce that 2008 has been designated as the "Year of the MMR," with each issue featuring one of the 11 categories that comprise the Master Model Railroader certificate program. The categories include:

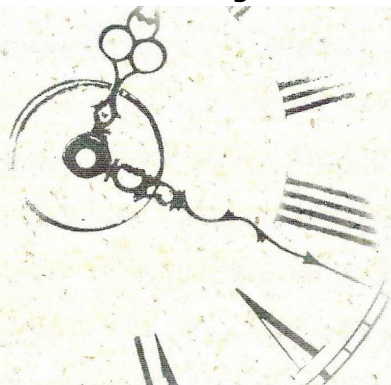
- Motive Power – Master Builder
- Master Builder – Cars
- Master Builder – Structures
- Master Builder – Scenery
- Master Builder – Prototype Models
- Model Railroad Engineer – Civil
- Model Railroad Engineer – Electrical
- Chief Dispatcher
- Association Official
- Association Volunteer
- Model Railroad Author

Written by various MMRs, these articles will introduce the author for each month's category who will share their experience of attaining that certificate. In addition to a complete list of the requirements, each author will recommend specific targets and goals toward fulfilling those requirements. Pertinent examples of paperwork, graphics, and photographic documentation will chronologically illustrate the entire process, hopefully shedding light on what can seem to be a lofty and daunting endeavor. In the words of Achievement Program chairman Pat Harriman, "This program is designed for learning and staying involved in the modeling hobby. Becoming an MMR is just the beginning." 🚂



2008 January

Re-Published in NMRA Magazine



# Timeframes

From the collection of the NMRA's Kalmbach Memorial Library



**T**o commemorate the "Year of the MMR" (see *SCALE RAILS* December 2007) we are showing you a picture of Master Model Railroader No. 1, Doug Smith of Bloomfield, Connecticut (front left). His Brook Valley

Railroad was featured in the *Saturday Evening Post*, May 7, 1960. Also pictured, clockwise from Smith, is Don Peck, Avard Fuller, Watson House (MMR 5), and Fred Hottin. John Burns took the photo.

With more than 20,000 images cataloged and more than 100,000 images readily accessible, the NMRA library is your best source for prototype photographs. Call or write to the Kalmbach Memorial Library at the contacts listed in *The NMRA Bulletin* for more information.

**Charles P. Stapleton earns Master Model Railroader 398**



## 2008 February **Lorell H. Joiner & Ray Bilodeau Pass Away**

**P**lease join me this month in remembering the lives of two long-time NMRA volunteers and ambassadors of the hobby.

### **Lorell H. Joiner, MMR, 1945–2007**

Lorell H. Joiner, MMR, of San Antonio, Texas, was found dead on Saturday, December 8, 2007, at his farm near Gardenridge, Texas. Lorell, 62, was a Life Member of the NMRA, as well as a member of the San Antonio Model Railroad Association (SAMRA) and the Texas Transportation Museum. Lorell was born November 27, 1945, in Bell County, Texas, and was MMR number 83.

Lorell's monumental O scale Great Southern Railroad was among the nation's premier layouts during the 1980s and 1990s. The Great Southern was featured in almost all the hobby periodicals and many video layout publications, including Kalmbach's "Legendary Layouts and the Men who Build Them." The Great Southern was featured in the PBS series *Tracks Ahead* (Vol. 4 #213).

Lorell authored the "Opus in O" series of articles for the *NMRA BULLETIN* (now *SCALE RAILS*) and hosted two O scale National Conventions in San Antonio, in 1988 and 1996.

He was a pioneer in wireless throttles, publishing his infrared system in *Model Railroader* in 1990. His layout was a featured tour on at all SAMRA-sponsored Lone Star Region NMRA conventions, as well as on the Astorail 1989 NMRA National Convention. His layout was even singled out by the U.S. Department of State for an official state visit by a foreign dignitary who shared the hobby of model railroading.

Diabetes, failing eyesight, and other health and family issues resulted in his withdrawal from model railroading in the mid-2000s, but Lorell Joiner will long be remembered as an intelligent and gifted model railroader and a gracious host and friend.

*(Material contributed by John Lowrance, MMR.)*

### **Ray Bilodeau, 1940–2007**

Ray Bilodeau, the National and the MER Contest Chair, passed away on Sunday,



**President's  
Car**

### **NMRA President Mike Brestel**

December 23, of multiple ailments. His death was reported by his wife, Rita Lynam.

Ray was the Assistant National Contest Chair for several years under Marty Vaughn, and assumed the role of Contest Chair immediately after the National Convention in Cincinnati in 2005. Ray presided over the 2006 convention in Philadelphia, but due to ill health was forced to turn over his Detroit duties to Bob Hamm, his assistant.

Ray was recruited by the local committee in Philadelphia to run the contest at the MER convention in 1997. From Ray's involvement, the MER gained Rita's participation, as she served as MER Business Manager for the next four years. She brought the MER into the electronic age, and was the stalwart needed in that position. Ray and Rita often worked as a team, and for years they were some of the hardest-working members of the Mid East Region volunteer staff.

Ray struggled with a number of ailments and tended to overdo at the conventions. He was a literature professor with a wide background. His awards presentations were always slick and funny, filled with humor. He will be missed.

Ray's wish was to be cremated and have his ashes spread over the Colorado narrow gauge country.

At this time Rita is in a care facility and has no computer access. Cards and letters may be sent to their home at 9 Roosevelt Ave., Wilmington, DE, 19804-3044. Please keep Rita in your thoughts and prayers.

*(Material from Eric Dervinis, Chuck Hladik, and Jan Wescott.)*

I'm sure you will join me in keeping Lorell and Ray's families and loved ones in your thoughts and prayers.

## **Bob Weinheimer earns Master Model Railroader 402**



**2008 March** **Cliff Springmeier donated his layout (below) to the NMRA.**



**2008 NMRA BOARD MEMBERS & OFFICE STAFF AT NMRA HQ**

**Charlie Atkinson earns Master Model Railroader 404**



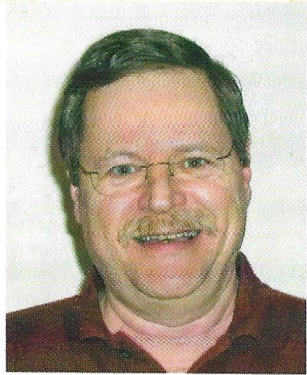
## 2008 May Allan Pollock Announces New AP Chairman

### New AP Chairman

Effective the first of April 2008, Pat Harriman, MMR, stepped down from his position of NMRA Achievement Program (AP) Chairman. Pat has devotedly served the NMRA's membership for eight years in the AP chairman's position. During his tenure as National Chairman, Pat, along with Frank Koch, Joe Robertson, Paul Richardson, Mike Evans, and the Regional AP staff, awarded an unprecedented 108 new Master Model Railroader certificates and countless AP certificates and Golden Spike Certificates to over 4,000 Achievement Program participants — truly an outstanding accomplishment!

It is with a little bit of nostalgia that I announce Pat's departure, as it was then AP Chair Pete Moffett and I who sort of twisted Pat's arm to accept the position. I am very pleased to announce the appointment by President Brestel of Paul Richardson, MMR, as the new Achievement Program Chairman. Paul is a 15-year NMRA member who served the organization as Division Director followed by service as Division Achievement Program Chairman in the Lone Star Region. In addition, he is a past Superintendent and serves as Contest Chairman in the Turkey Creek Division of the Mid-Continent Region as well as MCoR Assistant Contest Chairman. At the national level, Paul has served as the NMRA Membership Department's Tenure Program Chairman since 1997. Paul is a staunch advocate of the Achievement Program and became MMR No. 345 in January 2005. In support of the AP, Paul developed the "Launch into the Achievement Program," where modelers attended training sessions to learn to scratchbuild. He led these sessions in the Lone Star Region and currently

*(text continues on page 6)*



**Paul Richardson, MMR**

leads them in the Mid-Continent Region. Paul's commitment to the AP extends to his family including his son, Duane, who became MMR No. 391 — making them the NMRA's first father and son MMRs. Paul is well grounded in both model and prototype railroading. Paul spent 14 years as a brakeman/switchman for the Frisco Railroad in Springfield, Missouri, before changing careers to the computer software business 23 years ago. When asked why he feels so strongly about the value of the AP, Paul noted, "Because the Achievement Program builds people as well as models."

I am pleased to welcome Paul Richardson, MMR, to the NMRA management team and I am also pleased to announce that Frank Koch will continue the duties of the AP Executive Vice Chairman to keep Paul on track! Again let me offer my personal, as well as those of the entire NMRA membership, congratulations to Pat Harriman for a superb tenure with the AP Program, and a warmest welcome to Paul Richardson on his appointment.

In some related changes, Joe Robertson, MMR, has resigned as the AP Calligrapher after serving with Pat. This position is currently vacant, and Paul will fill in until a replacement is found. If interested, please volunteer and contact Paul directly. Floyd Brittian of Kansas City will replace Roger Quinlan as the AP Dispatcher, with the primary duty being the preparation and delivery of the AP Staff Newsletter. Many thanks and gratitude is due to both Joe and Roger for their dedicated service to the NMRA.



**2008 May**

## **FRED GILL TRIBUTE**



The Australasian Region lost one of its pioneers, and the NMRA lost a dedicated member when Fred Gill, MMR, passed away at age 79 in August 2007 after many years of bad health. Fred was one of a small group of members who successfully petitioned the NMRA in the early 1980s to allow the formation of a new region to again represent the membership in Australia and New Zealand. He went on to serve in many roles as vice president, newsletter editor, Achievement Program chairman, and contest chairman. He had to retire from NMRA duties after a few short years due to failing health, but continued to support the hobby with other local model railway organizations and continued to act as a mentor to many budding model railroaders.

Fred was a superlative scratchbuilder in HO<sub>n3</sub> with his Diamond Valley Lines being featured in many model railroad magazines, the Walther's annual HO catalogs, and even on Sydney television. He was awarded his MMR in 1992 and was specially honored by Rick Shoup, MMR, in 1994 for his achieving all 11 categories in the Achievement Program. Gerry Hopkins MMR's tribute to Fred and of Fred's Diamond Valley Lines may be viewed at [http://www.nmra.org.au/Layout\\_Tours/FRED/fred.html](http://www.nmra.org.au/Layout_Tours/FRED/fred.html).

## **Donald C. Taschner earns Master Model Railroader 403**

**2008 June**

**Farewell to the famous V&O of Allen McClelland.** Allen and his wife, Sharon, have found it necessary to relocate with the Dayton, Ohio, area.

**The last V&O operating session was held on March 16, 2008, as part of a joint MCR Division 3 – Division 7 meeting. People who loved the V&O came from near and far to celebrate the V&O.**





# President's Car

NMRA President  
Mike Brestel

## Anaheim aftermath

**O**ur 73rd annual convention in Anaheim was enjoyable but exhausting. I had about two days to rest up before the usual NMRA business started up in earnest, and I haven't stopped working since I got home eight days ago. Conventions are great, but it's tough catching up when they're over! I want to thank Anaheim convention chair Bill Mergard not only for showing us a great time in Southern California for two weeks, but also for his personal efforts in delaying the recent earthquake until we all had a chance to get home.

No sooner did I get home than Stephen started bugging me for this column (well, he actually gave me almost a week to rest up, but who's counting?). This month I want to take some space to acknowledge those who received awards at the banquet this year.

## Master Model Railroader

It was my pleasure to present MMR certificates and plaques to **Jim Zinser, MMR No. 397**, and **Ron Plies, MMR No. 409**.

Jim was scheduled to receive his award at the Detroit convention last year, but due to a series of scheduling mishaps that did not happen. Thanks to Jim for his patience and good humor!

In addition to his participation in the AP, Ron is the current Pacific Coast Region president. It was great to meet him during the convention as we worked on arrangements for the 2011 convention in Sacramento.

## Pioneers of Model Railroading Award

*The committee selecting recipients for this award is chaired by Harold H. Carstens of*

*Carstens Publications, and consists of the current NMRA president, the vice president, and the immediate past president.*

**Lee L. Blyler** — The late Mr. Blyler was president of Ambroid, Inc. (also known as Howe & French), manufacturers of Ambroid model cements and wood craftsman car kits. Ambroid's "1 in 5000" series kits were a staple of the hobby in the 1950s and 1960s. Mr. Blyler also served as president of the Hobby Industry Association of America in 1967–1968, and was given the HIAA Meritorious Award of Honor in 1972. He was active in protecting the hobby industry from the threat of glue banning during glue sniffing craze of the 1960s and 1970s.

**Robert Chait, MMR, HLM**, Miami, Florida. Bob served as national contest chairman and is Master Model Railroader No. 43. Bob pioneered in the collecting of HO freight cars of all kinds, representing the changes which have occurred over the past 75 or so years, from paper and wood cars and crude lead castings to the latest in ready-to-run.

He still enjoys finding old paper and card sides and scratchbuilding wood cars using those sides. He is an accomplished craftsman and has even faked up NMRA convention cars for several conventions that did not have convention cars, among them 1971 London. For conformity he does use modern knuckle couplers and RP-25 wheels. Bob was at the Anaheim Convention. It is always nice to have a living person at the convention to receive this award.

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(continued from page 3)

**William L. Withuhn**, Curator of Transportation History, National Museum of American History, Smithsonian Institution — As part of his occupation, Bill has collected many old patent models of early railroad locomotives and cars dating back to the very infancy of railroading, before model railroading even became a hobby. Samples of the pieces dating back to 1846 that he has found and saved are shown in *150 Years of Train Models*. As the Curator of Transportation History, Bill is also an expert on real railroads.

### Distinguished Service Award

*The DSA is awarded to those who have, directly or indirectly, member or non-member, given outstanding service to the hobby.*

**Bud Reece** of Bachmann has led his firm for the past eight years as vice president of sales, leading to some of the most profitable years in its history. He has always been an enthusiastic and generous supporter of the NMRA. He has promoted both the NMRA and the hobby in more ways than we can count, including providing train sets for the yearly promotion of the national convention and the train show and supplying hundreds of Plasticville buildings as giveaways for the convention. Under Bud's direction, Bachmann was one of the first in the model railroad industry to engage with the World's Greatest Hobbies. He was responsible for the donation of an excellent large scale layout to the Howell Day Museum. Through Bud, Bachmann has been a major contributor of funding for the NMRA DCC-sound patent challenge and has been one of only three firms to sign up for an NMRA Corporate Membership. The examples of Bud's support go on and on.

**Sherry Collins**, Campbell Scale Models — The late Sherry Collins was the largely unsung creator of most of the Campbell structure kits. As a result, many model railroaders have examples of her imaginative and meticulous designs on their layouts. Sherry's work has been largely overlooked in the hobby, an oversight we are attempting to correct by honoring her posthumously as one of the few female pioneers of our hobby.

### Fellow of the NMRA Award

*The Fellow of the NMRA Award is granted to those in the NMRA who have fostered the organization and the hobby and have increased or advanced social interaction and the social benefits of the hobby.*

**Jim Perske**, an NMRA life member, TLR member, and founding member of the Twin Cities Division. Jim passed away peacefully at home in January at 78 years of age, surrounded by his loving family. Jim led a full life with a love of model trains that started in his youth while railfanning with his father. His passion for model railroading and love of people drove him to become involved in many different railroad groups throughout his life, such as G-Whiz Gang, Tuesday Night Roundhouse, Minneapolis Society of Model Engineers, Twin City Model Railroad Museum, and various historical societies.

Jim was not a person who joined a group just to be a member; he was a doer. After joining TLR he became an active recruiter, visible at every train show and convention. He would often let children run the trains. With a sparkle in his eye he would introduce a child to the joys he remembered from his youth. He devised a "Junior Engineer Certificate" that he would present to the children as a keepsake of their experience.

### President's Award

*The President's Award is given by the NMRA President for outstanding service to the NMRA.*

**Allen Pollock** — extraordinary service to the NMRA as vice president and acting president

**Doug Auburg** — devoted service to the NMRA as National Convention Clinic Program chair

**Roger Cason** — excellence in fundraising as Development Department manager

**Dan Dawdy** — excellence in support of the NMRA's online services

**Roger Hensley** — excellence as chair of the Internet Presence Committee

**Paul Hobbs** — devoted service as a member of the Convention Clinic Committee

**Tim Klevar** — devoted service as Internet Presence Committee chair, and redesign of the NMRA web site

**Tony Koester** — outstanding contributions to the NMRA as member of the Board of Directors

**Dave Liesse** — long-time service to the NMRA as assistant secretary, secretary, and vice president

**Jim Long** — devoted service as a member of the Convention Clinic Committee

**Russell Lusk** — devoted service as a member of the Convention Clinic Committee

**Eric Schnoebelen** — NMRA Server Host

**Paul Voelker** — Photo Contest Chairman

**Jan Wescott** — extraordinary service to the NMRA as Membership Promotion and Education Department manager

**Jim Whaley MMR** — devoted service as a member of the Convention Clinic Committee

### A special resolution

*When it came to our attention that the Anaheim Convention would be Colonel Hal Carstens' 50th, we felt that some kind of special award was in order. The Board agreed, and here is what they did:*



### RESOLUTION



WHEREAS, Harold H. Carstens has been an active NMRA member since 1952; and WHEREAS, Hal has published *Railroad Model Craftsman*, a vital service to the model railroading community, since 1961; and WHEREAS, Hal has served on the NMRA's Howell Day Museum Committee since its inception; and WHEREAS, Hal has recognized, fostered, and honored craftsmanship in model building by presenting the Craftsman Trophy at NMRA national conventions since 1960; and WHEREAS, the Anaheim Special 2008 NMRA national convention is the fiftieth NMRA national convention that Hal has attended; THEREFORE, BE IT RESOLVED by the Board of Directors of the National Model Railroad Association:

That Saturday, July 19, 2008, is designated **HAL CARSTENS DAY** at the seventy-third NMRA National Convention in Anaheim, California. Passed unanimously by the Board of Directors of the National Model Railroad Association this thirteenth day of July 2008.

### NMRA BOARD OF DIRECTORS

#### Honorary Life Member

*Honorary Life Membership is the highest honor the NMRA can bestow upon one*

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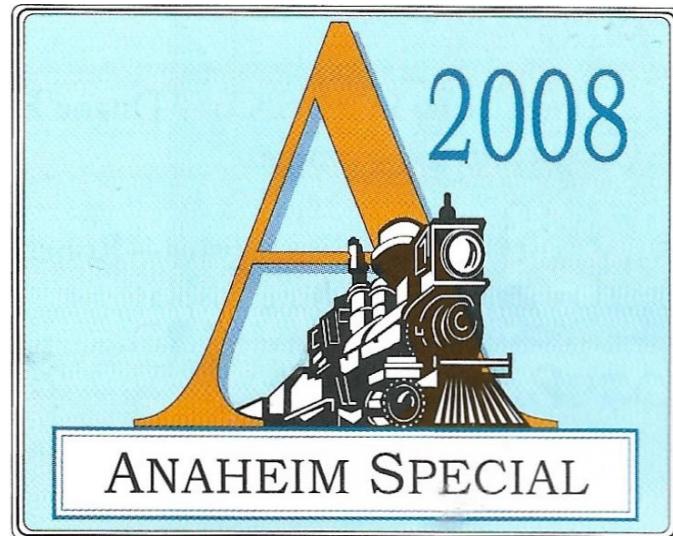
## 2008 September Cont.

*of its present or past members. It shall be given only in recognition of outstanding elective or voluntary service to the NMRA.*

**Pat Harriman, MMR** has devotedly served the NMRA's membership for eight years in the Achievement Program chair position, having just stepped down this year. During his tenure as national chair, Pat, along with associates Frank Koch, Joe Robertson, Paul Richardson, Mike Evans, and the regional AP staff, awarded an unprecedented 108 new Master Model Railroader certificates and countless AP certificates and golden spike certificates to over 4,000 Achievement Program participants — truly an outstanding accomplishment.

**Frank Koch** is the Achievement Program executive assistant manager, a position he has held for eight years. He is responsible for receiving all of the AP Statements of Qualifications from the regional AP chairs each month, verifying that the necessary requirements have been met, and preparing the AP Report based on that month's activity. In addition, Frank is responsible for answering all of the questions concerning the interpretation of AP requirements. Frank's thorough and scrupulous evaluations and interpretations have not been overruled in his eight years in the position.

In addition, Frank serves as the director of the NMRA Car Projects, and has been serving as the Mid Central Region AP chair for 11 years.



## Ron Piles earns Master Model Railroader 409.



**2008 September    Anaheim Special: a few photos**



**MMR RECEPTION: Front L to R: Leslie Eaton, Larry Wolohon, John Wissinger. Back L to R: Jim Zinser, and John Lowrance**



**L: Tony Koester, World Wide Director  
R: Mike Brestel, NMRA President**



**Ray Deblick, Bob Amsler, Nobby Clark  
Ray and Bob are NMRA legal counsel  
Nobby, Atlantic District Director**

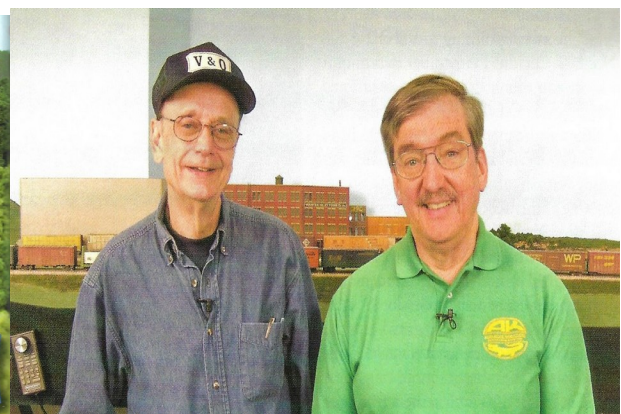
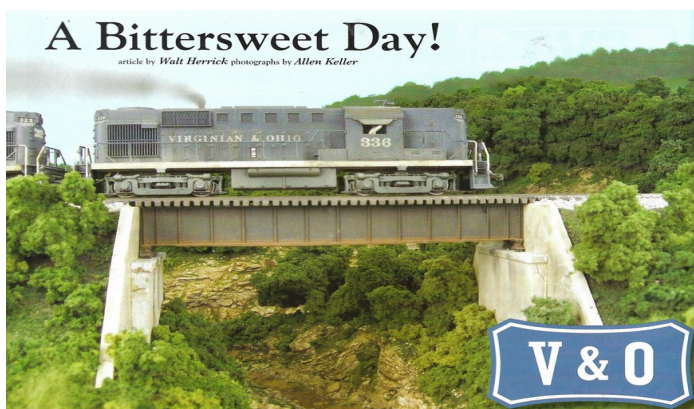


**2008 October**



**NMRA President Mike Brestel and Jan Wescott Membership Services Department Manager**

**A Historic and well known layout in the NMRA, the V & O, is having it's final run. These are a couple of photos from SCALE RAILS in October of 2008. Allen McClelland, MMR, is the creator. He is pictured with Allen Keller, who has taken many photos and videos of the V & O.**



**McClelland**

**Keller**



2008 November

## Bachmann Senior VP honored by HMA and NMRA

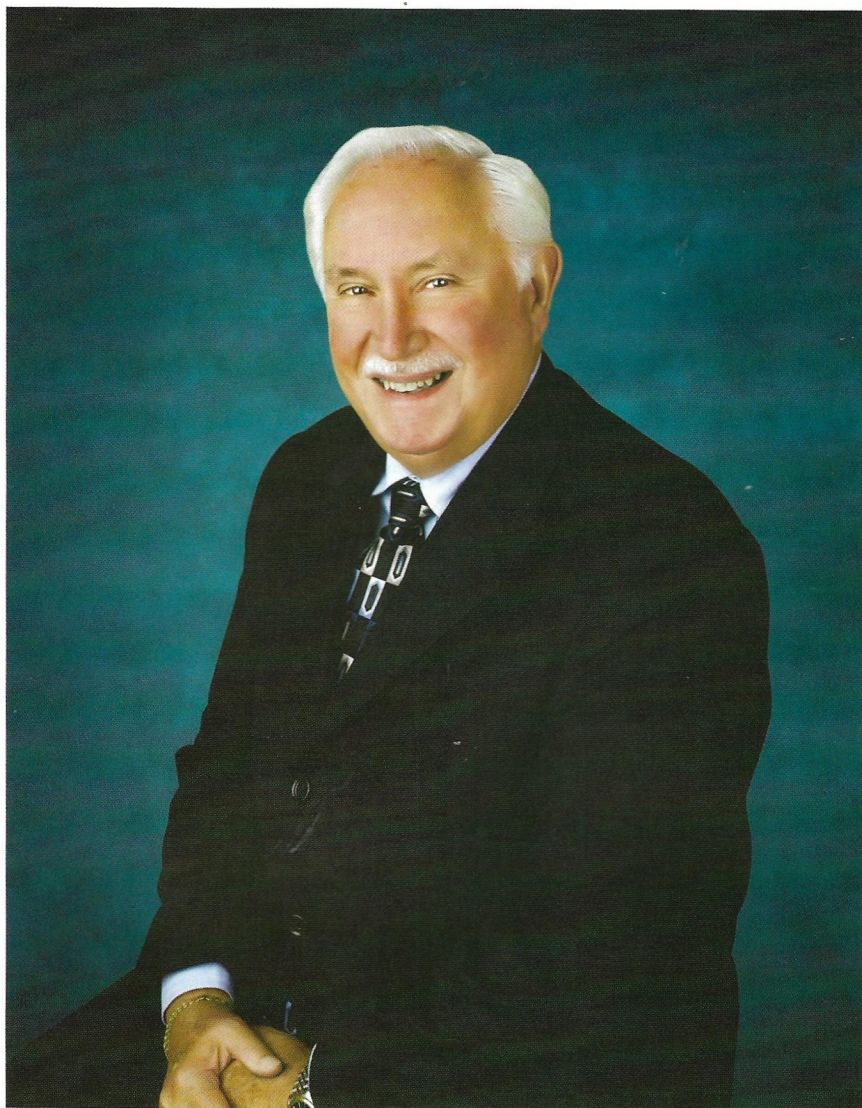


**B**achmann Senior Vice President of Sales & Marketing Walter "Bud" Reece was recently honored for his contributions to model railroading by the Hobby Manufacturers Association and the National Model Railroad Association.

The HMA Hall of Fame recognizes members of the industry who have made significant contributions to the hobby over many years. Honorees must possess an impeccable record of integrity and respect as well as a history of service in the model railroad industry. The NMRA's Distinguished Service Award is given to individuals who have given outstanding service to the hobby.

According to an announcement released by Bachmann, Reece's body of work is a testament to his devotion to the hobby industry. Beginning as a sales representative for Tonka Toys, Bud went on to become an independent manufacturer's representative, covering ten states in the Southeastern U.S. for companies such as Model Power, Lionel, Revell, and Pactra Paints, to name a few. Later, Reece held the position of National Sales Manager for Estes Rockets and Hi-Lier Kites.

He joined Bachmann in 1993 as National Sales Manager, and after one year, Bud was promoted to Vice President of Sales for Bachmann. In 1999, he was named Senior Vice President of Sales & Marketing, a position he holds to this day. During his tenure, Bachmann sales have experienced



Bachmann Senior Vice President of Sales & Marketing Walter "Bud" Reece was inducted into the HMA Hall of Fame this summer.

continued growth, thanks to Reece's tireless promotion of the hobby and expansion into new markets, including the acquisition of the assets of Williams Electric trains, a move that put Bachmann into the O-gauge 3-rail segment of the model railroad industry.

"It's an honor to be recognized by my peers for all my years in the business," said

Reece. "I'm very fortunate to be part of a hobby that continues to grow and bring so many people together."

The presentation of Reece's NMRA Distinguished Service Award and induction into the HMA Hall of Fame occurred in July at the 2008 NMRA National Convention in Anaheim, California.



**2008 November**

**Jerry Ashley earned Master Model Railroader 411.**

**Tony J. Bowen earned Master Model Railroader 414.**

**David Crement earned Master Model Railroader 410.**

**2008 December**



**Gerry Leone, MMR #346 modeling what is reported by Scale Rails to be wearing the “Official MMR” shirt. This photo was included in Gerry's “What I Learned by Becoming an MMR” article in December of 2008.**



**2009 January**

**David Lieder earns Master Model Railroader 413.**

**2009 March**

**Roy Stewart earns Master Model Railroader 407.**

**2009 April**

**It was reported by NMRA President Mike Brestel that the NMRA's **Treasurer of 27 years!!!, Tom Draper was stepping down.****





**2009 April**

**Mike Braunstein earns Master Model Railroader 416.**

**2009 May Tom Piccirillo earns Master Model Railroader 418.**

**2009 July**

**Gerry Leone was named as “Communications Director” by President Mike Brestel. This newly created position was designed to help foster communications within as well as outside of the NMRA.**

**2009 August**

**President Mike Brestel wrote several great suggestions about delivering value to Membership at the grass-roots, Division, level including: calling a new member to welcome, encouraging current members to renew, send a list of mentors to members for help, send notifications of upcoming events, open layouts for tours, is someone coaching AP participants, division field trips?**

**2009 August     Harold H. Carstens (1925-2009) Tribute**





## 2009 August     **Harold H. Carstens (1925-2009) Tribute Cont.**

Harold H. Carstens, known to almost everyone as Hal, died peacefully at home on Tuesday, June 23, at age 84. He was born in Fort Lee, New Jersey, on June 20, 1925, and lived in Bergen County, New Jersey, until moving to a home he and Phyllis built in 1973 near Newton, New Jersey.

Although son Henry succeeded Hal as publisher in 2006, Hal continued as president of Carstens Publications in Fredon, New Jersey. The firm publishes three internationally distributed monthly magazines: *Railroad Model Craftsman*, *Flying Models*, and *Railfan & Railroad*. The firm also publishes soft- and hardcover books primarily in the model hobby and railroad fields.

The company traces its roots back to 1933 when it was founded by Emanuele Stieri. Ownership passed in 1934 to Charles A. Penn. In 1940, the company moved from New York City to Ramsey, New Jersey. In 1973, the company bought a ten-acre site in Fredon Twp., Sussex County, New Jersey, and built its present editorial building.

Hal joined the publishing firm in 1952 as associate editor of *Railroad Model Craftsman* and *Toy Trains* magazines while attending Fairleigh Dickinson University at night. He studied journalism and art at the Philippine Institute for the Armed Forces in Manila. He was appointed managing editor of the two magazines in 1954, becoming editor and vice president in 1957 and president in the 1960s following the retirement of Charlie Penn. He had his first article published in *RMC* while he was still in high school.

He attended Wagner College and received a B.S. in Business Management from Fairleigh Dickinson University in 1952. He is a member of the Magazine Publishers of America.

Hal was a long-time Studebaker fan and enjoyed driving his British Morgan sports car; he was a member the Morgan Motor Car Club. He was a member of the Photographic Society of America and is a former associate editor of the *PSA Journal*. He is a past president of the Newton Rotary Club 1986-1987 and is a Paul Harris Fellow. A Lutheran, he served on several church councils.

He graduated from the Army School of Roentgenology in Memphis and served in the Philippines with the 103rd Medical Service Company, U.S. Army Medical Department, during World War II. He was a member of the Veterans of Foreign Wars.

Hal Carstens is listed in *Who's Who in America* and *Who's Who in the World*. During 1971-72, he was president and secretary of the Hobby Industry Association of America, a 2000-member trade association with headquarters in Elmwood Park, New Jersey, and served 11 years on the HIAA Board of Directors. He also served as chairman of the Public Relations, Management Review, Education and Awards committees. He was chairman of the Publishers Section and the Model Railroad Division and was vice president of the Educational Foundation of the Hobby Industry Association.

Hal was president and a life member of the Train Collectors Association, Inc., as well as TCA's Metropolitan Division. He served as president of the Model Railroad Industry Association, a manufacturer's trade association, now the Model Railroad Division of the Hobby Manufacturer's Association. He is a past chairman and secretary of the Eastern Model Railroad Manufacturer's Association.

Hal served 11 years on the Wagner College Board of Trustees and two years as secretary of the Wagner College Board of Trustees (1986-87). He served three terms as president of the Friends of the New Jersey Railroad & Transportation Museum, Inc., working to establish a railroad and transportation museum in New Jersey.

Among the many awards and honors he received were Alumni Achievement Award from Wagner College; The Hobby Industry Association of America's Meritorious Award of Honor; the HIAA Model Railroad Division's Big Wheel Award; the NMRA's Distinguished Service Award (he was also a life member); the NMRA's Man of the Year Award; was named to the Model Railroad Industry Assoc.'s Model Railroad Hall of Fame; was recognized as an NMRA Pioneer of Model Railroading; was named a Rotary Club Paul Harris Fellow; and was recognized for his tireless efforts on behalf of the NMRA's Howell Day Model Railroad Museum.

Hal wrote countless feature articles on model railroading, railroads, photography, lumber industry, and motor cars. Among publications in which his articles and photographs have appeared are *Railroad Model Craftsman*, *Toy Trains*, *Railroad Magazine*, *Railfan & Railroad*, *Creative Crafts & Miniatures*, *Flying Models*, *PSA Journal*, *The Lutheran*, *Ladies Home Journal*, *New York Lumber Trade Journal*, *Book of Knowledge encyclopedia*, *The Morganeer*, *Hobby Merchandiser*, and others. He has edited many books on model railroading, railroads, crafts, miniatures, and model aviation. His "150 Years of Train Models" published in 1999 covers the history of the model railroad hobby and industry.

Hal was also a popular speaker at model railroad conventions, most recently at the Lone Star regional in Texas. He has addressed hobby manufacturers and industry buyers in the U.S., England, and Germany.

He is survived by his wife, Phyllis, and their four children: Rebecca Collis of Raleigh, North Carolina.; Heidi Lynch of Jacksonville, Florida.; Henry; and Harold G.

Funeral services were held Saturday, June 27, at the Smith-McCracken Funeral Home, 63 High Street, Newton, New Jersey. Interment followed at Yellow Frame Cemetery.

Memorial gifts should be made to The Abby Aldrich Folk Art Museum for the care and preservation of the Carstens Model Train Collection, c/o Colonial Williamsburg Foundation, Po Box 1776, Williamsburg, VA 23187; or the Newton Memorial Hospital Foundation, 175 High Street, Newton, NJ 07860; or the Fredon Township EMS, 443A Route 94, Newton, NJ 07860.



**2009 August      Stoney Creek Model Railroad Club, 100% NMRA**



**These proud looking gentlemen in the photo above are the Members of the Stoney Creek Model Railroad Club. They have a right to be proud for several good reasons. First, the club is celebrating their 40<sup>th</sup> (2009) anniversary! This is a 100% NMRA club that is based in the suburbs of Detroit.**

**2009 September      2009 Presidents Awards**

**Larry DeYoung**

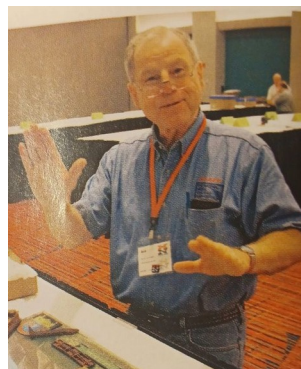
**Allen Gross**

**Bob Hamm**

**Publications department Chairman**

**Assistant Contest Chair**

**National Contest Chair (image below)**





## **2009 September    2009 Presidents Awards**

<b>Scott Povlot</b>	<b>Re-design and implementation NMRA website</b>
<b>John Roberts</b>	<b>Marketing/Promotion/Chair &amp; 2 other committees</b>
<b>Didrik Voss</b>	<b>Standards/Conformance/Nominating Chairman</b>
<b>Don Hillman</b>	<b>Online Server development &amp; beta testing</b>
<b>Henry Jordan</b>	<b>Meets &amp; Trade Show Department Manager</b>
<b>John Lowrance</b>	<b>Education Department Manager</b>
<b>James McClain</b>	<b>Patent Expertise and legal services</b>

## **2009 Fellow of the NMRA**

**Harry (Hank) Brown**    **Served the South Central Wisconsin Division of the Midwest Region from the mid-1970s until his death in June 2008, at age 65. He served in a number of positions at division and region levels.**

**Tom Draper**    **Served as NMRA Treasurer for 27 years! Held a host of other positions as well.**

**Bob Gangwish**    **Served in a multitude of positions for many years including National Secretary.**

## **2009 Distinguished Service Awards**

**Brian Ellerby**    **A primary promoter of styrene in the hobby**

**John Hitzeman**    **Founded American Model Builders and was a leader in laser cutting**

**Allen Pollock**    **Along with his years of leadership in the NMRA, he manufactured scale figures and has a laundry list of accolades.**



**2009 September    2009 Honorary Life Memberships**

**David North**            **is the father of the ABC (Australian, British, Canadian) plan.**

**Jan Wescott**            **Chair of the Education and Member Services Departments and a tireless NMRA promoter.**

**2009 September    2009 Pioneer Award**

**Charles B. Miller**    **President of Testors Corp. A well known producer of paints and glue.**

**Louis J. Redman**    **A founder of the train Collector's Association**

**Jim Conway**            **is a founder of Con-Cor Models. He also founded JMC Hobby Distributors in Chicago.**

**2009 September**

**Bob Wintle earns Master Model Railroader 409.**

**2009 October**

**The Western Ontario Division announced that it will have a mentoring program for NMRA Members wishing to become involved in the Achievement Program.**

**The section of the AP chosen is Cars.**

**The plan is to have Members become involved at a central point in the Division and spend one day constructing a specific model. The model built was a cinder car, which ran in Canada, 1970s.**



LeRoy O. King, Jr., one of the country's leading authorities on electric railways, passed away in Dallas on August 13, 2009, at the age of 87.

King was born in Georgetown in the District of Columbia September 29, 1921 into a family lineage which preceded the American Revolution. Educated at The Sidwell Friends' School, he met his future wife while he was in the eleventh grade. After graduation from Lehigh University in Bethlehem, Pennsylvania, he entered Midshipmen's School at Notre Dame where he was commissioned ensign in the United States Navy Reserve. King married his high school sweetheart in 1943 prior to shipping out for the South Pacific where he served for the duration of World War II. He remained in the reserves after the war, retiring as a lieutenant in 1955.

King spent his professional career in the casualty insurance business first in California and then in Dallas, Texas where the family moved in 1961. He retired in 1986.

His father, LeRoy O. King, Sr., influenced his son in the study of streetcars and electric railroads. Together the two men photographed and documented electric railways across the country and especially the District of Columbia. It was from this jointly collected material that the younger King wrote his first book, "100 Years of Capital Traction" which became a landmark reference on streetcars of the nation's capital, recently being included in a list of "50 Essential Washington DC History Books" by the DC Public Library, Washingtoniana Division, and the DC Center for the Book.

King also edited and published two books on Washington area interurban systems "Every Hour on the Hour" and "Old Dominion Trolley Too." He edited "Texas Electric Railway" for the Central Electric Railfans' Association (CERA) and contributed photographs, information and other resources to many CERA publications over his long association with that organization.

His encyclopedic knowledge of street railways was put to use in three full-color books published by Morning Sun Books wherein he edited the pictures and wrote the detailed captions.

King was a life member of the United States Naval Institute and a 50-Year member of the National Model Railroad Association (NMRA). He wrote the original NMRA standards pertaining to electric railways. King enjoyed model railroading and assembled an HO scale layout with fully operational, scratchbuilt overhead based on his boyhood home in Georgetown.

Because of his vast knowledge of streetcars, interurbans and main-line electric trains, King's advice, counsel and assistance was sought from enthusiasts and researchers all over the world. There was never a call asking for his help with a project nor a search for an answer to some long forgotten trolley tidbit to



*Above: LeRoy King stands over the conduit of a section of Capital Transit streetcar line on 'O' Street at Potomac NW in Georgetown, D.C., on May 30, 1998. — Jay Miller photo*

which he did not graciously and eagerly respond. He presented papers and talks at NMRA and CERA meetings and for nearly 30 years hosted a monthly slide-show gathering at his Dallas home for local traction fans and friends.

He was also active in many other railroad history organizations including the Railway and Locomotive Historical Society, the National Railway Historical Society and the Seashore Trolley Museum.

King was laid to rest with full military honors in the Dallas - Fort Worth National Cemetery. He is survived by his wife of nearly 66 years and one son.

Memorials may be made in his name to The Shore Line Interurban Historical Society, P.O. Box 425, Lake Forest, IL 60045.



## What does the HQ staff really do?"

Answer: Everything. And you'll find out how in a couple of paragraphs.

article by **Gerry Leone**, MMR NMRA Communications Director

**O**ver the years I've hung out on quite a number of NMRA-related discussion groups on the internet. Throughout those discussions, it seems that several questions pop up over and over. Stuff like, "Where do my dues dollars go?" or "Where does the money come from besides dues?" Good questions that deserve good answers.

as Administrative Assistants to the Library, and Lou Ann spends half of her week with the Convention business, a separate entity. So the reality is, while we have five people, we only have the equivalent of four full-time workers.

So what are they up to eight hours a day? The short answer is: "their eyeballs."

I took a look at the report that HQ

If every request took just two minutes to handle (and that's optimistic!), that comes out to roughly 6.5 hours per day.

The staff processes about 1,500 renewal notices per month. If each takes just two minutes, that's 3,000 minutes, or 50 hours. Or two hours per day in an average month.

You can see where I'm headed. And this stuff is just the tip of the iceberg. There are things like month-end reports, payables and receivables, merchandise ordering, bid solicitation for convention merchandise, working with volunteers, working with vendors, insurance, and more. Tons more. And because all NMRA monies come through the staff, there's that processing and allocation on top of it all.

So now you know what our HQ staff does. Everything.

Bottom line: we're blessed with some hard-working, dedicated staff at HQ. Staff that keeps the flanged wheels of the NMRA rolling, day-in and day-out.

That's the NMRA at work. And another reason why the NMRA works.

If you have an NMRA question that you'd like me to try to answer, please send it to [gerryleone@earthlink.net](mailto:gerryleone@earthlink.net). Put "NMRA" in the subject so I don't think it's junk mail!



Talk to HQ and you'll be talking to one of them! From left to right: Lou Ann Suits, Daphne Floyd, Jenny Hendricks, Susan Straub, and Diane Shaffner.

That's what I intend to do with columns like this one. As NMRA Communications Director, I see one of my jobs as shedding a little light on some of the lesser known nooks and crannies of the NMRA. Some folks think the NMRA operates in secret, and it's just not true. What I've found is that the answer to virtually any question is there for everyone's taking, right out in the open — you just have to know where to look and who to ask.

So let's get to one of those answers now: the staff at HQ in Chattanooga. Currently, the NMRA has five paid staff members in the HQ office (I'm excluding Brent Lambert, our librarian, from this discussion because we'll get to him in another installment). They are: Jenny Hendricks (the office manager), Susan Straub, Diane Shaffner, Lou Ann Suits, and Daphne Floyd. It's important to realize that Daphne and Diane each spend two or three half-days a week, respectively, acting

submitted to the Board of Directors for last July's meeting. The numbers, to me, are pretty staggering for an organization of our size.

For example, between January and May 2009, the office staff members:

- printed and mailed 9,039 renewal notices,
- processed and mailed 4,606 membership cards,
- processed and mailed 677 new member CD Packs, and
- processed 20,756 requests.

"Requests"? Yup. Like, "I didn't get my *SCALE RAILS*," "I need an NMRA coffee mug," and "I changed my address." The staff handles a whopping 50,000 requests in a typical year! And that doesn't include Library requests or requests from Divisions, Regions, Officers, or Directors.

Let's do some math (admittedly not my long suit, so bear with me). That comes out to about 200 requests per workday.

### **DIVISION SUPERS!**

NMRA HQ has brochures & materials you can use to solicit new members. Email Jenny at [nmrahq@aol.com](mailto:nmrahq@aol.com) or call 423-892-2846 and ask for a "New Member Info Pack."



**2009 October**

**Irving Johnson earns Master Model Railroader 420.**

**2009 December**

**Phil Bonzon earns Master Model Railroader 427.**

**MMRs 291-427 awarded in the 2000s. 136 total**